DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON, D.C. 20350-1000

January 23, 2007

Ms. Diane Brayden
U.S. Department of Labor - OSHA
Directorate of Enforcement Programs
Office of Federal Agency Programs
Room N-3622
200 Constitution Avenue, N.W.
Washington DC 20210

Dear Ms. Brayden:

As the Deputy Assistant Secretary of the Navy (Safety), it is my privilege to provide the Department of the Navy's Fiscal Year 2006 Annual Report on Occupational Safety and Health as required by 29 CFR 1960.71(a)(1). The Report includes a cover sheet with Department of the Navy summary information, and enclosures containing both the U.S. Navy (Tab A) and the U.S. Marine Corps' (Tab B) Reports as requested.

Please feel free to contact us with any comments or questions. I can be reached at (703) 614-5516. My Director of Safety and Occupational Health, Mr. Richard Wright, can be reached at 703-614-5530. Our Navy contact for the report is Ms. Joy Erdman at (703) 602-2575 and our Marine Corps contact is Mr. Richard Coyle at (703) 614-1202.

T.A. Rollow, P.E.
Deputy Assistant Secretary
(Safety)

Enclosures:
Tab A (Navy Report)
Tab B (USMC Report)

Copy to:
ASN (I&E)
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CNO (Code N09FB2)
CMC (Code SD)
Naval Safety Center (Code 90A)
BUMED (M3F42)

DEPARTMENT OF NAVY

OCCUPATIONAL SAFETY AND HEALTH PROGRAM

FISCAL YEAR 2006 ANNUAL AGENCY REPORT

Fiscal Year:	2006
Name of Agency:	Department of Navy
Name of Components:	U.S. Navy and U.S. Marine Corps
Address	1000 Navy Pentagon Washington, DC 20350-1000
Number of employees covered by this report:	176,391 Civilian Workforce
Designated Agency Safety and Health Official:	The Honorable BJ Penn
Title:	Assistant Secretary of the Navy (Installations and Environment)
Address:	1000 Navy Pentagon Washington, DC 20350-1000
Telephone number:	(703) 693-4530
Point of Contact:	Mr. Tom Rollow Deputy Assistant Secretary of the Navy (Safety) 1000 Navy Pentagon Washington, DC 20350-1000 (703) 614-5516

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

5100
Ser N09F/7U220000
18 Jan 07

MEMORANDUM FOR DEPUTY ASSISTANT SECRETARY OF THE NAVY (SAFETY)

Subj: U.S. NAVY FY 2006 ANNUAL REPORT to OSHA

Ref: (a) OSHA Memo of 28 Sep 06 to Federal Agencies

Encl: (1) U.S. Navy Safety and Occupational Health (SOH) Program Fiscal Year 2006 Annual Agency Report

1. In response to reference (a), the U.S. Navy submission of the Department of the Navy's FY 2005 Annual Safety and Occupational Health (SOH) report is forwarded as enclosure (1).

2. The report is forwarded for inclusion in the Department of the Navy's official response to the Occupational Safety and Health Administration (OSHA). We are pleased with progress made in FY 2006 and are ready to meet new challenges to continue our focus on eliminating workplace fatalities, injuries, illnesses and disabilities.

3. Our points of contact for the U.S. Navy FY 2006 Annual Report to OSHA are Joy Erdman, (703) 602-2575, Gina Moore, (703) 604-5434, and Nancy McWilliams, (757) 444-3520 Ext 7156.

G. E. MAYER
Rear Admiral, U.S. Navy
CNO Special Assistant for Safety

Fiscal Year:	2006
Name of Agency:	Department of the Navy
Name of Component:	U.S. Navy
Address	2000 Navy Pentagon Washington, DC 20350-2000
Number of federal civilian employees covered by this report:	161,004 Civilian Workforce
Name of USN Senior Flag Safety & Health Official:	RADM George E. Mayer, USN
Title:	Special Assistant to the Chief of Naval Operations for Safety Matters (CNO 09F)/ Commander, Naval Safety Center
USN Safety and Occupational Health Policy Point of Contact:	Joy Erdman, MS, CIH, CSP Safety and Occupational Health OPNAV Safety Liaison (09FB) joy.erdman@navy.mil
USN Occupational Safety & Health Program Technical Point of Contact:	Nancy J. McWilliams, MS, CSP, ARM Installations & Industrial Safety Directorate Naval Safety Center, Code 20 nancy.mcwilliams@navy.mil
Coordinated by:	Gina Moore, BS Management Analyst OPNAV Safety Liaison (09FB) gina.moore@navy.mil

The United States Navy
FY 2006 Annual Occupational Safety and Health Report

Executive Summary

The Navy continued an aggressive initiative to reduce mishaps and lost workdays due to injuries and illnesses in concert with the Department of Defense initiative to reduce mishaps by 75% over fiscal years 2002-2008. We expanded our program to bring injured workers back to productive work as soon as medically possible.

The Secretary of the Navy, Chief of Naval Operations, and Commandant of the Marine Corps signed a joint document that proclaimed the five major objectives for the Department of the Navy. Safety is one of these top five objectives.

The Navy established a senior level Executive Safety Board (ESB), chaired by the Vice Chief of Naval Operations, which enables him along with his senior leadership staff to focus on safety and health initiatives. The Navy ESB positively impacted safety and occupational health Navy-wide this fiscal year through its two committees, the Operations Safety and Operations Safety Support Committees that are focused on meeting aggressive Department of Defense safety and health mishap reduction goals through FY 2008.

The Navy continues to push forward with its commitment to participate in the OSHA Voluntary Protection Program (VPP). During FY 2006 all four naval shipyards were pursuing or had obtained VPP Star status (three of four shipyards are now Star sites). Our VPP Star sites have experienced significant reductions in their Lost Time Case (LTC) rates, 58% over the last five years, and avoided over $10M in compensation expenses. These results have motivated over 25 Navy activities to work toward earning VPP Star recognition.

The Navy successfully achieved all four of the Presidential Safety, Health and Return-to-Employment (SHARE) goals; the only military department to do so. We will continue to focus on the SHARE goals in FY 2007 and out-years as we strive to achieve the SECDEF's 75% mishap reduction goal. We believe a prompt return to work enhances an employee's sense of worth and increases readiness, reduces costs, and places an emphasis on prevention of mishaps throughout the organization.

The Federal Workers' Compensation Program costs continue to rise in spite of fewer employees and cases. The difference between Charge Back Year (CBY) 2005 and 2006 the average cost per case and employee rose 10.2 % and 13.7 %, respectively. Although we performed well in many areas, we did tragically have three civilian workplace fatalities in FY 2006.

During FY 2006, the Navy continued to move safety upfront in the acquisition process. Integrating safety into the earliest phases of acquisition (concept and design) will improve cost avoidance for the entire life cycle of acquisitions. Designing engineered hazard controls into new acquisitions will reduce mishaps and increase productivity.

The Navy continued to track and market the value that safety adds to improved worker safety, productivity, and cost avoidance on its Safety Success Stories website.

The Navy recognizes a number of challenges that make continued safety improvements difficult. These include new hazards brought by continued war against terrorism, changing technology such as nanotechnology, reduced staffing, outsourcing, an aging civilian workforce, a rotating military workforce, increased competition for funding, and difficulty in accurately documenting safety losses, projected savings and return on investment.

Further details on the Navy safety and occupational health program FY 2006 accomplishments and FY 2007 initiatives and goals are in the attached report.

Detailed Report

The United States Navy (USN) and the United States Marine Corps (USMC) comprise the Department of Navy. The Chief of Naval Operations and the Commandant of the USMC submit separate OSHA reports to the Office of the Assistant Secretary of the Navy (Installations and Environment).

The U.S. Navy's Safety and Occupational Health (SOH) program protects over 600,000 individuals worldwide - active duty military, reserve military, U.S. civilians, and foreign national employees. The U.S. Navy's diverse workplaces include shipyards, shipboard operations, aircraft repair facilities, research facilities, hospitals, laboratories, and construction sites, on both domestic and foreign Navy bases. The statistics in this report focus on the approximately 160,000 Navy civilians who support the maintenance of over 4,000 aircraft and over 250 ships, as well as the Navy's physical infrastructure. However, this report also includes examples across the Navy's entire civilian and military workforce that demonstrate its commitment to protect its most valuable resource - its people.

I. Statistics

a. Injury and Illness Statistics

i. Injury and illness rates - *Summarize incident experience for total & lost time cases during FY 2006. Compare performance to prior FY.*

	FY 2005 (Navy & Marine Corps)[1]	FY 2006 (Navy & Marine Corps)[1]	Change	FY 2006 (Navy only)[2]
Number of Federal Civilian Employees, including full-time, part-time, seasonal, and intermittent employees	182,315	176,391	- 5,924	161,004
Total Cases Injury/Illness (number of injury/illness cases, no lost-time, first aid, lost-time and fatalities)	5,889	5,442	- 447	4,524
Total Case Rate (rate of all injury/illness cases per 100 employees)	3.23	3.07	- .16	2.80
Lost Time Cases (number of cases that involved days away from work)	2,663	3,084	+ 421	2,426
Lost Time Case Rate (rate of only the injury/illness cases with days away from work per 100 employees)	1.76	1.75	- .01	1.51
Lost Production Days (number of days away from work)	92,996	83,772	- 9,224	80,423
Lost Production Day Rate (per 100 employees)	51	52	+1	49.6

[1] Department of Labor, OSHA Federal Agency Injury and Illness Statistics SHARE webpage http://www.osha.gov/dep/fap/statistics/fedprgms_stats06_final.html

[2] Office of the Deputy Under Secretary of Defense (Installations & Environment) Safety, Health, Fire & Emergency Services

ii. Facilities with high injury and illness rates – *Explain how the agency identifies facilities with high injury & illness case rates, particularly those with high lost time case rates. What was done to improve those facilities' OSH experience?*

Injury and illness case rates are not currently tracked at the facility level, because the Navy Web Enabled Safety System (WESS) doesn't contain population data. To identify facilities with high injury and illness case rates, the U.S. Navy uses a surrogate indicator, the civilian lost production day rate. This information is obtained from the Defense

Manpower Data Center using DoD civilian payroll data, which monitors time not at work due to workplace injury or illness. The Federal civilian Lost Production Day Rate is the number of lost workdays per 100 civilian workers per year and is calculated as follows:

$$\textbf{Lost production day rate} = \frac{\textbf{(\#COP Days + \# LWOP days) x 200,000}}{\textbf{Number of civilian hours worked}}$$

Notes: COP is continuation of pay and LWOP is leave without pay. DoD continuously analyzes the data and posts information on the worst 40 facilities across DoD, called the "Top 40" list. This information is available at: https://www.dmdc.osd.mil/ltwi/owa/cop.

To improve safety performance at these "Top 40" facilities, a number of actions were taken in FY 2006. The Navy shipyards pursued recognition through the OSHA Voluntary Protection Program (VPP), reducing their mishap rates by approximately 50%, and DoD expanded their VPP contract support (see http://www.vppcx.org). Naval Air Station (NAS) Jacksonville was accepted into the VPP Challenge Program, and NAS Key West completed stage one of the VPP Challenge program.

b. **Fatalities** - *Summarize fatality cases during FY 2006. Explain where each occurred, investigation results and corrective actions taken. Compare performance to last FY. If number differs from OSHA listing, explain what might have caused discrepancy.*

There were three Navy civilian fatalities in 2006, one more than in 2005. (**Note**: The Navy does not track those fatalities reported by OWCP that occur after a long illness or that would primarily have been reported to close out a workers' compensation claim).

Fatalities	Fatality Details, Causal Factors & Corrective Actions Taken
1	16 Feb 06 - Seal Beach Naval Weapons Station CA. A worker was on a break and walked over to look at the pressure chamber while the chamber was under pressure to test a gauge that had been placed inside the chamber. While standing near the chamber, a failure of the chamber occurred. A part of the chamber struck the worker, causing his death. Causal factors Worker failed to maintain a safe distance from the chamber after he had been told to stay away from the test site earlier in the day. Test area was not secured from unauthorized personnel. Corrective Actions Taken Command to enforce its policy restricting access, use, and operation of calibration equipment and standards to trained and authorized personnel only. The acquisition and use of pressure vessels that are constructed to the ASME code only will be used in all maintenance programs.
2	31 Aug 06 - USNS San Jose, Lima Two Pier, Guam Shipyard, Santa Rita, Guam Two civilian mariners fell (were forcibly ejected from the basket) from a JLG man lift to the pier while performing a freshwater wash down of the ship. The fly boom of the JLG was extended five and a half feet from the base boom, which caused the center of gravity to shift out past the man lift's wheelbase, and allowed the man lift to tip over. Neither man was attached to the basket by a safety lanyard. Subsequent investigation revealed an interlock switch on the JLG man lift did not operate properly to prevent the fly boom from extending while the base boom was not fully elevated. Causal factors Safety interlock failed to preclude the fly boom from extending when the boom tower assembly was not raised fully. This allowed the man lift to be placed in an unstable condition, which led to the man lift tipping over. Personal protective equipment was not used and there was no inventory control over safety harnesses. Corrective Actions Taken • Safety stand down for all man lifts in command • Development of man lift-specific procedure • Using articulating boom man lifts that have a fly boom on the lower arm is now prohibited.

1) **Office of Workers' Compensation Programs Costs** - *Use data to display workers' compensation cost for Chargeback Year (CBY) 2006, along with Continuation of Pay (COP) costs for the period and compare with previous year expenditures.*

As seen in the table below, while Chargeback cases declined between CBY 2005 and CBY 2006, average cost per employee and case rose.

CATEGORY	CBY[1] 2005	CBY[1] 2006	% Change
Total # Employees	182.3K	161.0K	-11.9
Chargeback Cases	18,017*	16,553	-8.1
Total Chargeback ($ Million)	216.7*	221.8	+2.3
Total Continuation of Pay (COP) ($ Million)	2.6	1.9	-28.0
Total Chargeback + COP ($ Million)	219.4	223.8	+1.9
Avg. Cost per Case ($)	12,032	13,405	+10.2
Avg. Cost per Employee ($)	1,189	1,378	+13.7
Chargeback for cases that occurred in the CBY	6.4	6.7	+3.9

[1] Charge Back Year (CBY) , July 1 to June 30

*These figures were prepared by the DoD CPMS, ICUC Division from the USDOL OWCP Chargeback bill.

2) **Significant Trends and Major Causes or Sources of Lost Time Injuries**

i) Tracking accidents - *Use accident/incident reporting system, supplemental reports to OSHA 300 logs, and/or OWCP reports to determine & explain noticeable trends, major causes or sources of lost time injuries that occurred during FY 2006.*

The following data was taken from the Civilian Personnel Management System (CPMS) for FY 2005 and 2006. Data includes the total number of injuries (with and without lost time) reported. Data was downloaded from CPMS on 29 November 2006.

Comparison of FY 2005 and FY 2006 Major Trends					
	FY 2005		FY 2006		
Nature (i.e. sprains, contusions, etc.)	Total %	Cost %	Total %	Cost %	Description
Musculoskeletal	28	27	32	27	Sprains, strains, carpal tunnel, pain swelling of joints
Minor Contusions	20	8	23	8	Cuts and bruises
Back Conditions	16	27	15	27	Back sprains and strains
Traumatic Injury Unclassified	15	11	10	11	Unknown
Fractures	5	5	5	4	Broken bones
Cause of Injury (i.e., slips, handling tools, etc.)	Total %	Cost %	Total %	Cost %	Description
Manual Material Handling	38	33	37	33	Manually lifting all types of materials
Slips, Trips and Falls	25	24	27	24	Falls of all types from all surfaces
Unclassified, Misc., Unspecified	24	30	24	56	Unknown
Cause of Injury (cont'd.) (i.e., slips, handling tools, etc.)	Total %	Cost %	Total %	Cost %	Description
Transportation	5	4	4	4	Working around vehicles of all types
Falling Objects	3	2	3	2	Falling objects from machinery, ladder, furniture

The overall percentages of civilian injuries when looking at them by nature and by cause varied only slightly from FY 2005 to FY 2006. However, while the 4,778 total injuries that occurred in FY 2006 represented a 17% decrease over FY 2005 injury totals, the FY 2006 costs associated with them increased 2.8%. This indicates the continued need to combine both safety activities to prevent injuries and case management to return injured workers back to work in order .

ii) Controlling Trends - *Describe what has been done to control trends & major causes of lost time injuries.*

- High number of unknown/unclassified - The Navy is evaluating its mishap reporting system to improve recordkeeping so it can more effectively identify mishap causes.
- Task Action Team accomplishments addressing ergonomics and fall protection are listed in **Attachment A** to this report.

3) **Contract employees** - *For each of the following categories, provide number of contract employees and describe injury & illness experience for each.*

a) Contract employees covered by the OSHA 300 requirements, i.e., those supervised by federal personnel on a day-to-day basis

Not available.

b) Contract employees who are an integral part of your agency's federal workforce, but not covered by the OSHA 300 requirements (if available)

The Naval Facilities Engineering Command (NAVFAC) tracks construction contractor injury statistics for Navy and USMC construction projects that the command provides oversight to. Construction contractor DART rates have been 0.42 for FY05 and 0.47 for FY06.

NAVFAC is working on the following initiatives regarding contractor safety:

- obtaining a greater appreciation for all contractor mishaps - including construction, facility services, A&E and environmental contracts

- increasing the attention to contractor reporting such that there is an increased confidence in the accuracy of the DART rates provided

c) Separate but regular contract employees, such as security and housecleaning personnel (if available).

Not available.

Note: As part of their annual summary report from their OSHA 300 log, Navy activities in the OSHA VPP submit all contractor injuries and illnesses that occurred at their activities. This is in accordance with Appendix D of OSHA'S – CSP 03-01-002 – TED 8.4 – Voluntary Protection Programs (VPP): Policies and Procedures Manual.

4) **Volunteers -** *Provide number of volunteers in the last year & describe injury & illness experience for them.*

Historically, volunteer injury and illness experience was not recorded. One Navy command has a new safety management tool, the Enterprise Safety Application Management System (ESAMS) that has the potential to track volunteer injury and illness experience.

II. OSHA Initiatives - SHARE, Seat Belt Safety, and Recordkeeping Requirements

a. **SHARE** - Safety, Health and Return-to-Employment Initiative

i. SHARE Analysis - *Provide detailed analysis of progress in achieving each of the four SHARE goals.*

1. *Reduce total injury and illness case rates by 3% per year* (met goal)
2. *Reduce lost time injury and illness case rates by 3% per year* (met goal)
3. *Increase the timely filing of injury and illness claims by 5% per year* (met goal)
4. *Reduce the rate of lost production days due to injury and illness by 1% per year* (met goal)

The table below represents the U.S. Navy's performance on OSHA's SHARE initiative and goals. The U.S. Navy met all of the SHARE goals for FY 2006.

FY 2003 Actual	FY 2004 Goal	FY 2004 Actual	FY 2005 Goal	FY 2005 Actual	FY 2006 Goal	FY 2006 Actual	FY 2006 * %Change from FY 2006 Goal
Goal 1: Total Case Rates			Goal = Reduce by 3% per year				
3.86	3.74	3.48	3.63	3.09	3.52	2.80	-20.45
Goal 2: Lost Time Case Rate			Goal = Reduce by 3% per year				
2.00	1.94	1.81	1.88	1.62	1.83	1.51	-17.49
Goal 3: Timely Filing of Claims Rate			Goal = Increase by 5% per year				
58.1	61.04	61.00	64.08	71.9	67.30	72.80	+7.55
Goal 4: Lost Production Days Rate			Goal = Reduce by 1% per year				
56.60	56.07	55.50	55.51	47.39	54.95	49.55	-9.83

Data source: Office of the Deputy Under Secretary of Defense (Installations & Environment) Safety, Health, Fire & Emergency Services

* % Change is the percent difference between FY 2006 Goal and FY 2006 Actual.

ii. SHARE Programs/Initiatives - *Describe programs established & initiatives launched in support of SHARE. Discuss successes & shortcomings of the programs/initiatives & explain how they impacted overall effectiveness of your agency's OSH program(s).*

The U.S. Navy has focused on the Secretary of Defense's (SECDEF) Mishap Reduction Initiative of reducing mishaps by 75% by the end of FY 2008 using the 2002 baseline. The SECDEF goals are comparable to SHARE goals except that the numeric goal for DoD is higher than the OSHA SHARE goal, and DoD has additional goals for aviation safety and traffic safety. The U.S. Navy's initiatives to meet the 75% mishap reduction goals are described throughout the Accomplishments section of this report, Section IV.

b. **Motor Vehicle/Seat Belt Safety**

i. Number of motor vehicle accidents experienced by employees in FY 2006 - *Summarize motor vehicle accidents during FY 2006. Include discussion that compares performance with last FY.*

Only eight motor vehicle mishaps, involving civilians in an on-duty status, were reported in FY 2006. Of the eight mishaps, none resulted in a fatality, five involved injuries, and three had no injury involvement. Of the five injuries, only one resulted in five or more lost work days.

U.S. Navy Motor Vehicle Statistics	FY 2005	FY 2006	Change
Number of motor vehicle accidents experienced by civilian employees	23	8	-15
Number of accidents resulting in personal injury	11	5	-6
OWCP costs of accidents	Not available	Not available	Not available
Vehicle repair costs due to accidents	****	****	****
Amount of liability claims against the agency due to accidents	0	0	0

**** Vehicle repair costs are not reported in the Naval Safety Center mishap database if less than $5K.

ii. Mechanisms in place to track the percentage of seat belt usage by employees - *Executive Order 13043 requires seat belt use by federal employees on the job. Describe how your agency tracks this information, including usage % and number of employees involved in motor vehicle accidents in FY 2006 who were wearing seat belts & those who were not.*

In support of Executive Order 13043, Navy Traffic Safety Program Instruction (OPNAVINST 5100.12G) requires that all persons, military or civilian, operating or riding in any government motor vehicle (GMV), on or off-base, must wear seat belts. All military and civilian, operating or riding in any private motor vehicle (PMV) on a Navy installation must wear seat belts. Military are required to wear seat belts on and off-duty. Additionally, civilian employees are required to wear seat belts during on-duty operation of PMVs, whether on or off-base. The Department of the Navy solicits seat belt usage information from subordinate commands on an annual basis. This information is provided to the Department of Defense by 30 April each year for the preceding calendar year. Information gained from this collection effort is used to tailor our enforcement efforts in this area. Seat belt observational surveys were conducted at random locations (entrance gates, parking lots, intersections, etc.) at 48 Navy shore installations in 2006 and indicated an average seat belt use of 95%. This surpasses the previous year average use of 94% and the 2006 national average for seat belt use of 81%. The Navy will continue to work toward 100% seatbelt usage and emphasize this important part of our PMV mishap prevention program. **Attachment B** contains the U.S. Navy Annual Seat Belt Report for 2006.

The Navy's WESS mishap reporting system has the mechanism to capture whether or not vehicle occupants who are involved in motor vehicle mishaps are wearing seat belts. However, the 'seat belt' field in WESS is currently an optional field, so the data is not completely accurate. Of the eight motor vehicle mishaps in FY 2006 (involving civilians on-duty), four were identified as properly wearing seat belts. Seat belt use information was not provided for the other four mishaps.

iii. Efforts taken to improve motor vehicle safety and seat belt usage - *Describe programs/ initiatives initiated to improve motor vehicle safety & seat belt usage.*

The Navy continues to promote national driver safety campaigns (e.g., Click-It-or-Ticket and Buckle Up America) in an effort to raise awareness on the importance of seat belts as a life saving tool and to reinforce the requirement to wear them on Navy installations and anytime while traveling in government motor vehicles. Safety belt checkpoints and other stepped-up law enforcement activities were conducted during these campaigns. The Navy Executive Safety Board (NESB) has focused its efforts on improving the Navy's PMV mishap investigation process and strengthening Commanders' control over high risk drivers. The NESB established the Operations Safety Support Committee (OSSC) in FY 2006 to assist in this effort and to address a number of safety concerns including traffic safety. A Traffic Safety Working Group was created to specifically focus on initiatives for reducing the number of mishaps incurred by U.S. Navy personnel. A centrally managed Navy Traffic Safety Program was put in place by Commander of Navy Installations Command (CNIC) in April 2005 and continued throughout FY 2006 providing critical training, behavior modification, and enforcement support. Training includes nationally accredited safety courses for automobiles, motorcycles, and emergency vehicles. Additionally, traffic safety training lectures and traffic safety messages are sent to all Navy commands providing mishap statistics and safe driving tips before major holidays, long weekends, holidays and/or seasonally. Behavior modification and enforcement support include peer and subordinate mentoring programs and various traffic safety awareness campaigns. CNIC promulgated policy on distracted driving, which prohibited driver use of hand-held cellular phones and personal listening devices (e.g., headphones) in moving vehicles. All efforts are focused on identifying and providing proven approaches for reducing risk factors such as speed, fatigue, lack of seat belt use, and drinking and driving.

c. **Recordkeeping Requirements**

i. Implementation - *Describe how implemented revised recordkeeping requirements for federal agencies effective 1 January 2005 & any challenges faced to implement.*

To comply with 29 CFR 1904, Recording and Reporting Occupational Injuries and Illnesses, the U.S. Navy added a feature to its WESS mishap recording system that enables the installations to create an OSHA300 Log and Summary Form 300A.

ii Data - *Describe how the agency has used the data from the new OSHA 300 logs, including:*

OSHA 300 Log Systems

- *What system(s) were developed to record and track these incidents/accidents? Is this done electronically or manually?*

The Navy uses two systems to track incidents: Web-Enabled Safety System (WESS) and Enterprise Safety Application Management System (ESAMS). The systems are electronic with some manual interface.

- *Does the system allow the data to be aggregated so it can be reviewed at the national level? If yes, does the aggregated information include the average number of employees and the total hours worked by employees in the last year?*

WESS captures the data necessary to provide an aggregated report at the national level, however, a report format has not been defined.

- *Does the system encompass OWCP filing, or is it separate?*

No, the DoD workers' compensation system is separate.

- *Does the system also track no-injury accidents or near misses?*

Yes.

- *Would your agency be interested in a government-wide recordkeeping system?*

Yes.

- *If yes, please describe what such a system should encompass.*

A single entry system that allows all authorized users to record injuries and illnesses regardless of whether or not they are workers' compensation compensable and whether or not they occur to a military, civilian, contractor, or volunteer. The system should enable the user to track corrective actions, collect appropriate data elements to enable identification of root causes, interface with the appropriate data systems to provide population numbers, Unified Facility Guide Specification (UFGS) Design and Build Specifications hours worked, etc. in order to automatically calculate rates.

The system should have the capability of providing (with only a few key strokes) summary reports from the organization as a whole on down to individual units. The purpose of these summary reports is to enable managers to make decisions to allocate resources for mishap prevention, identify areas for improvements, etc.

Among other features, once an injury/illness is entered into the system, an e-mail notification would go automatically to the involved parties, for example:

  - For civilian workers - notification to workers' compensation office, human resources, safety office, medical office, etc.
  - For military - notification to medical office, safety office, etc.

- *Describe how the agency has used the data from the new OSHA 300 logs.*

The U.S. Navy has used the OSHA Log data for selected installations to compare the installation's lost work days with the data from the DoD Defense Management Data Center (DMDC) workers' compensation data.

- *How many volunteers did the agency have in CY 2006 and what types of services did they provide?*

Not available.

- *Is the agency recording incidents/accidents sustained by volunteers in the OSHA 300 logs? If yes, does the agency flag these entries as volunteers? How does the agency track the hours worked by volunteers to include on OSHA's Form 300A?*

See above.

- *If the agency does not include volunteers in its OSHA 300 logs, please explain why not. Please explain if and how the agency is using another method to track these incidents/accidents.*

See above.

III. Employee Support

a. OSH Training

i. Employee Training - *Describe overall plan for ensuring that all staff receive appropriate OSH awareness & hazard recognition information & training. Describe overall impact of training efforts on improving work-related safety & health. In table below, list specific training offered during FY 2006 and numbers trained.*

The Naval Occupational Safety, Health and Environmental Training Center (NAVOSHETC) provides safety, occupational health, and environmental training to Sailors, Marines, and DoD civilian employees. NAVOSHETC trained 9,623 students (6,476 Safety/Occupational Health and 3,147 Environmental) during FY 2006 convening 528 times for 49 offered courses. There were 528 convenings primarily delivered in a traditional classroom setting and using computer based training, while 112 convenings were delivered by interactive Video-TeleTraining. The satellite based Government Educational Training Network was also used to deliver Federal agency training to Navy personnel. The annual Navy Professional Development Conference trained 557 Navy safety professionals. The overall impact of training is significant in making Navy personnel aware of safety and health hazards in their workplaces as well as helping them to understand procedures to follow to improve the quality and safety of their work and to prevent mishaps. Training courses offered by the NAVOSHETC can be found at: http://www.safetycenter.navy.mil/training/catalog.htm.

Safety and Occupational Health (SOH) training (separate from training offered by the NAVOSHETC) is integrated into trade/skill training and is provided to employees, management supervisors, and union representatives in each workplace or online through Navy Knowledge Online (NKO) and the Enterprise Safety Applications Management System (ESAMS) courses. In FY 2006, as in prior years, Navy civilian and military personnel received training tailored to their individual needs, from awareness training to education required to attain and maintain competency in their technical area(s) of expertise. Junior and senior military officers receive SOH management training and that has been incorporated into many levels of the Navy's leadership. Shore activity personnel are provided additional educational opportunities, such as coursework on Navy SOH Program Management and Self-Assessment, to assist them in initiating and managing their own SOH programs.

It is impossible to categorize Navy training by types of personnel since most classes involve a mix of personnel at many levels. The tables in **Attachments C** and **D** represent types of safety training offered by the U.S. Navy both in a classroom setting and as online courses. Data sources are the NAVOSHETC, Naval Education & Training Command, CNIC, Surface Warfare Officers School, Naval Post Graduate School, and the Navy's ESAMS.

ii. **Contract Employee Training** - *If training of contract employees is tracked, describe how accomplished.*

The safety software management tool, ESAMS tracks training for all users enrolled in the management system.

b. **Field Federal Safety and Health Councils**

i. Involvement - *Describe extent to which employees/managers were involved.*

Very limited involvement in FY 2006. Most involvement is at the local level.

ii. Field Council Support - *Describe if and how staff involvement encouraged & how agency provided support for these councils.*

Very limited involvement in FY 2006.

Other Support Activities - *Describe how the agency promotes staff involvement in other safety & health support activities, such as membership in professional safety & health organizations, attendance at safety & health conferences, & professional certification.*

In FY 2006, the Navy completed revision of OPNAV Instruction 5100.23G, Navy Safety and Occupational Health Program Manual, with added language concerning professional certification. Chapter 6 of the instruction states: "Certification of individuals in their professional specialty is highly desirable and fully supported by the U.S. Navy. Commanders of local commands should encourage personnel to obtain professional certification, such as certified safety professional (CSP), certified industrial hygienist (CIH), certified occupational health and safety technologist (OHST), certified occupational health nurse (COHN), and certification by the American Board of Preventive Medicine in occupational medicine (ABPM). Local commands shall support the efforts (within funding capabilities) for the certification of their staff by providing funding for preparatory courses and attendance at meetings/courses for the purpose of maintaining certification. For civilian personnel, payment of costs associated with obtaining and renewing professional credentials including professional accreditation, state-imposed and professional licenses, and professional certifications, and examinations to obtain such credentials is authorized. Given the availability of funding, an activity may pay for professional credentials that are necessary or beneficial for the civilian employee in the performance of official duties."

During FY 2006, the Navy encouraged and funded participation in the OSHA Voluntary Protection Program Participants' Association, DoD safety forums, the National Safety Council/Federal Safety & Health Congress Conference & Expo, the American Industrial Hygiene Association and DoD Industrial Hygiene Forums and the Navy Environmental Health Center's annual workshop. The Navy sponsors its own annual safety professional development conference, which was held during FY 2006 from 13-17 March in Virginia Beach, VA.

IV. Accomplishments

a. **FY 2006 Accomplishments** – *Discuss OSH accomplishments & include information on:*

i. Evaluations – *Describe any evaluations conducted of OSH program(s) as outlined in 29CFR1960.79*

The effectiveness of SOH programs is measured by the Naval Inspector General for shore commands and by the Board of Inspection and Survey for ships and submarines. In addition, the Naval Audit Service and the Center for Naval Analyses conduct, on average, one special safety study each year. The strengths of the Navy's SOH program include: centralized hazard abatement funding, industrial hygiene services, Navy safety websites, occupational health care, safety policy with clear roles and responsibilities, training from NAVOSHETC, ESAMS, and VPP star recognition at three shipyards and one installation. [FY 2006 Naval Inspector General Report can be found at : http://www.safetycenter.navy.mil/osh/performance/default.htm]

There are two major tools for establishing and tracking accountability: (1) Navy shore safety and health policy in OPNAVINST 5100.23G designates safety roles and responsibilities for managers, supervisors, and employees, and (2) The Enterprise Safety Application Management System (ESAMS) tracks accountability of supervisors and managers. For civilians, the system links supervisors' performance to the standard Federal government management performance elements.

Full participation and cooperation is required of all employees by: (1) complying with all safety and health actions; violators are subject to disciplinary action; and (2) reporting observed workplace hazards and injuries or occupational injuries or property damage resulting from mishaps or any near mishaps.

ii. Return-to-work – *Describe how your agency has executed its return-to-work & disability case management programs*

The U.S. Navy's goal is to return injured workers' (currently on agency's rolls) to gainful employment once work restrictions are imposed. For those long term cases (injured workers' who have been separated by their employing agency), aggressive case management is used. If a claimant is found to be either fully or partially recovered, the injury compensation staff attempts to find suitable work within their agency, if available, and offers the injured worker a position through the DoD Pipeline Reemployment Program. If no position exists, the injury compensation staff works with the DOL claims examiner to get the injured worker into vocational rehabilitation. In FY 2006, 54 previously injured workers returned to Navy workplaces through this DoD Pipeline Re-employment Program.

iii. Performance Standards – *Describe how safety & health performance standards for managers, supervisors, & employees were established and applied.*

In FY 2006, personnel standards were developed at the local level. As the U.S. Navy moves into the new DoD system, we are attempting to develop standardized guidelines.

iv. Recognition – *Describe how the agency provides recognition for outstanding performers and enhanced employee participation in the OSH program.*

To recognize outstanding efforts in risk management and mishap prevention, the CNO Awards For Achievement In Safety Ashore Program provides recognition to commands with the best overall safety program record in their category; to activities for attaining excellent records in safety; and to individual safety professionals who have made significant contributions to a command/activity or overall Navy safety program. The awards recognize outstanding contributions to operational readiness and conservation of resources through effective risk management. In addition to outstanding safety records, activities selected must have aggressive, innovative mishap prevention programs. Awards are made to one small, medium, and large activity in industrial and non-industrial categories. The CNO Individual Award for safety is presented to one military officer, one military enlisted, and one Navy civilian for a total of three (3) awards. The Secretary of the Navy has also developed safety awards, presented as official recognition of commendable safety records attained by activities. Secretary of the Navy activity awards are presented each fiscal year to Navy shore activities and fleet operational/support units located ashore, based on the overall quality of their safety programs and records. At the local level, activity commanding officers develop and implement an activity safety awards program applicable to their mission and operations. Information on FY 2006 awards can be found at:
http://safetycenter.navy.mil/awards/default.htm

The awards program is not the only recognition program. VPP participation is being encouraged throughout the U.S. Navy. The Naval Sea Systems Command's leadership directing naval shipyards to apply for OSHA Voluntary Protection Program Star status has resulted in greatly increased employee participation. In FY 2006, Norfolk and Puget Sound Naval Shipyards attained VPP Star status. (Portsmouth Naval Shipyard attained Star status in FY 2005.) Other major commands such as the Naval Facilities Engineering Command and Commander Navy Installations Command are also actively pursuing VPP recognition (see section I.a.ii above).

b. **Achievement of Fiscal Year 2005 Goals** - *Describe progress toward meeting the goals listed in annual report for FY 2005.*

Acquisition/Systems Safety

- Acquisition Safety Webpages are located on the Naval Safety Center's website at http://www.safetycenter.navy.mil/acquisition/default.htm. They promote the Navy's acquisition safety message that building systems safer the first time means fewer retrofits and injuries, enhanced productivity, and reduced cost. In FY 2006, a new Acquisition Safety Challenges/Resources section was completed and posted – **Radiofrequency Radiation**. Two additional Challenge sections - **Nanotechnology** and **Hazardous Energy** - are in final draft stages for posting in FY 2007. In addition, a **General Resources** section and an **Executive Overview** were added to the web pages. Further information is provided in **Attachment E**.
- Navy members continued participation in the DoD Acquisition and Technical Working Group and the Navy Environmental Safety and Occupational Health Process Task Action Team. These two groups provide guidance and technical support for update of DoD and Navy policy and guidance as well as providing a forum for exchange of technical information.
- Maintained a rigorous technical review process for new or modified energetic (weapons) systems through the Naval Ordnance Safety Support Activity. This group held monthly program reviews through the Weapons System Explosive Safety Review Board.

- The Naval Sea Systems Command (NAVSEA) established a technical authority for system safety in acquisition. The Space and Naval Warfare Systems Command informally designated an individual to perform this function at the headquarters organization.

Anti-Terrorism Force Protection (AT/FP)

- Drafted Navy Chemical, Biological, Radiological, Nuclear (CBRN) respirator plan of action.
- Prepared and presented CBRN respiratory protection course for the 16 March 2006 Navy, Marine Corps and Coast Guard Safety Professional Development Conference.
- Reviewed and commented on the document *Limited Objective Experiment, Split MOPP*, Joint Requirements Office for CBRN Defense, Joint Experimentation and Analysis Branch, Fort Leonard Wood, MO.
- Added CBRN module into Navy Occupational Safety & Health and Environmental Training Center respiratory protection training course.
- Commented on ANSI Z88.2, *Practices for Respiratory Protection* and ANSI Z88.10, *Respiratory Fit Test Methods* with issues related to respiratory protection for Chemical, Biological, Radiological and Nuclear (CBRN) agents.
- Prepared initial requirements for obtaining an Occupational Safety and Health (OSHA) alternate standard for the next generation military gas mask, the Joint Services General Purpose Mask.

Enterprise Safety Applications Management System (ESAMS)

- ESAMS grew significantly in FY 2006. The breakdown of personnel using the system is:
  - Military - 167,624
  - Civilian - 111,720
  - Contractors - 2,499
  - Volunteers - 27
- Invested approximately $2.5 million to improve tracking of mishap reporting, training (see **Attachment D**), direct and indirect costs, medical surveillance, hazard analysis, etc.
- Completed initial implementation of Navy regions within the continental U.S. as well as Guam and Southwest Asia. Trained Commander Navy Installations Command (CNIC) and tenant commands receiving Base Operating Support Safety services from CNIC regions.
- CNIC Fire and Emergency Services began using ESAMS to manage their program. Currently, ESAMS is used to record and track hot work permits, building fire inspections, facility alarm, occupancy, water source and fire suppression information, and fire program equipment.

Mishap Prevention and Hazard Abatement Program (MP/HAP)

- Completed Mishap Prevention and Hazard Abatement Program projects approved in FY 2005.
- Prioritized and selected FY 2006 MP/HAP Projects.

The Navy's MP/HAP funds mishap prevention initiatives and abatement of hazards for which local activities do not have sufficient funds and addresses hazards at multiple activities that can be corrected with common designs. The systematic identification, evaluation, and correction of hazards continue to improve Navy workplaces. Emphasis remains on prioritizing and correcting identified hazardous conditions with the highest degree of risk to ensure cost-effective use of available funds. The table below provides further details for MP/HAP funding from FY 2001 to FY 2011. **Attachment F** details critical FY 2006 MP/HAP accomplishments.

Navy Mishap Prevention & Hazard Abatement Program Funding*

FUNDING YEAR	APPROPRIATION	AUTHORIZATION ($ Million)	OBLIGATED ($ Million)
FY 2001		13.6	12.5
FY 2002		14.1	12.0
FY 2003		13.5	12.8
FY 2004		13.5	10.0
FY 2005		13.0	10.7
FY 2006		11.3	11.3
FY 2007	11.1	10.3	
FY 2008	12.6		
FY 2009	11.9		
FY 2010	12.0		
FY 2011	12.8		

*Notes: Appropriation costs begin tracking in FY 2007. Appropriations FY 2007 - FY 2011 are extracted from Navy Accounting System Programming & Budgeting Information System (PBIS). Authorizations FY 2001 - FY 2006 are summarized from previous Annual Reports to OSHA. Authorization for FY 2007 is provided by NAVFAC documentation. Obligations FY 2001 - FY 2005 are summarized in previous Annual Reports to OSHA. Obligation FY 2006 is provided by NAVFAC documentation.

Major Mishap Review

- Continued to investigate work-related fatalities to prevent recurrence and improve workplaces.

Navy Executive Safety Board (NESB) - Established as the senior Navy forum providing broad oversight of the Navy's safety program and the Navy's mishap reduction efforts. It is chaired by the Vice Chief of Naval Operations (VCNO). For information regarding the NESB's sub-committees, working groups, and task action teams and their accomplishments and goals, see **Attachment A**.

Further NESB details - http://www.safetycenter.navy.mil/ESB/default.htm.

Occupational Health:

Industrial Hygiene - Navy Environmental Health Center Industrial Hygiene (NEHC) devoted a Senior Certified Industrial Hygienist (CIH) (Full Time Equivalent) to the oversight of Defense Occupational and Environmental Health Readiness System (DOEHRS) rigorous joint military medicine beta testing and evaluation at two Bureau of Medicine and Surgery (BUMED) medical treatment facilities. In addition, BUMED is contracting for full time support for deployment and maintenance of DOEHRS IH and Hearing Conservation (HC). DOEHRS, an Acquisition CATegory (ACAT) III program provides consistent longitudinal exposure tracking, identification and recording of known and potential occupational hazards, and tracking of mitigation efforts. DOEHRS is planned to be fully operational for all Military Services in 2009.

Occupational and Environmental Medicine

- Supported the improvement to the Defense Occupational Health Readiness System - Hearing Conservation (DOEHRS-HC) and the DOEHRS Data Repository for early detection of hearing loss, and deployment readiness. Participated in bi-monthly software configuration and control board meetings, and assisted in software upgrades.
- Initiated efforts with Tricare Management Activity (TMA) to integrate DOEHRS-HC and CHCS II software to reduce clinic workload and duplication of hearing conservation data entry efforts.
- Worked with Safety and Human Resource Office under the Department of Defense Federal Employee Compensation Working Group (DFEC WG) to resolve workers' compensation issues.

- Occupational health nurses, physician assistants and physicians ensured a safe and healthful work place for the U.S. Navy workforce through comprehensive medical surveillance, certification exams, work site visits and case management.

OSHA Citation Website - Continued to monitor OSHA citations issued to Navy and posted them on a Naval Safety Center website to assist all installations in identifying areas of potential risk. http://www.safetycenter.navy.mil/osh/shore/citations/default.htm

Policy and Guidance

- Finalized update of the OPNAVINST 5100.24B, Navy Acquisition System Safety Policy, and submitted to the Vice Chief of Naval Operations for signature in FY 2007.
- Finalized, signed and issued the update of OPNAVINST 5100.23G, Navy Safety and Occupational Health (SOH) Program Manual.

See http://www.safetycenter.navy.mil/instructions/osh/510023/default.htm

- Initiated update of afloat SOH program policy (OPNAVINST 5100.19D).

Safety Success Stories - During FY 2006, six new Success Stories were developed and posted on the Naval Safety Center's website. Success stories in FY 2006 focused on areas such as ergonomics, hurricane recovery, and shipyard attainment of OSHA VPP Star status. The Success Stories demonstrate the Navy's commitment to the safety, health, and quality of life of Navy personnel and their families and demonstrate the value added by safety and best business practices. Further information is provided in **Attachment G**.

Success Stories website: http://www.safetycenter.navy.mil/success/default.htm.

Studies

- Naval Audit Service began evaluation of Navy Ergonomics Program implementation effectiveness.
- Completed Center for Naval Analyses evaluation of military hearing loss and shipboard noise to identify best ship design technologies. This report will assist the Navy in its efforts to improve noise control and reduce the ever increasing cost of Navy military hearing loss now exceeding $109 million per year in VA disability payments.

http://www.safetycenter.navy.mil/osh/studies/downloads/D0014732_A2.pdf

Workers' Compensation - During FY 2006, CNIC built the business case for and committed $2.6M for future proactive workers' compensation case management.

Voluntary Protection Program (VPP)

- Pursued OSHA VPP recognition at selected Navy activities.
- Recommended changes to reduce institutional barriers to VPP.
- Supported the DoD VPP Center of Excellence.
- Recommended metrics to monitor participating installation progress in DoD VPP Center of Excellence.
- Provided information and technical support on VPP.

WEB Enabled Safety System (WESS)

- Developed a version of WESS for aviation hazard reporting.
- Developing a chain of command solution that will assist customers with report management.
- Mobile Training Teams are visiting fleet concentration areas and providing WESS training to groups of WESS customers.
- Sent e-mails to all WESS customers periodically detailing updates and common errors.
- Improving help screens and screen text for customer usability.
- Developing hard copy worksheets for customers to collect data prior to input in WESS.
- Continued effort to work enhancement requests that customers identify and report via feedback.
- Developed specific customer-requested report formats that enable the customer to use their WESS mishap data to create reports that can be used to identify their mishap trends.
- Developed an interface with ESAMS to reduce double-entry of mishaps.

V. **Resources** - *Explain any significant one-time or additional permanent resources allocated to the OSHA program(s) in FY 2006 for areas such as workplace hazard abatement, research and development, data systems, staffing & training.*

Data Systems - The Enterprise Safety Application Management System (ESAMS) had an investment of approximately $2.5 million to improve efficiency and effectiveness of mishap reporting, tracking training and direct and indirect costs, medical surveillance, hazard analysis, etc.

Research and Development – See CNA Noise study under accomplishments above.
http://www.safetycenter.navy.mil/osh/studies/downloads/D0014732_A2.pdf

Voluntary Protection Program (VPP) - The DoD VPP Center of Excellence supported the Navy in FY 2006 by providing VPP Site Assessments, onsite counseling and educational services to 11 separate Navy commands nominated for VPP program implementation. The support was provided as the first part of a DoD-wide four year, $20 million Defense Safety Oversight Council initiative to improve safety and health management systems across the military services.

VI. **Goals, Objectives, and Strategies** - *Identify annual OSH plans, goals, objectives, and significant OSH initiatives planned and/or programmed for FY 2007 and beyond.*

Acquisition Safety/Systems Safety

- Acquisition Safety Website at http://www.safetycenter.navy.mil/acquisition/default.htm - Complete and post Electrical Safety Challenge and Nanotechnology Challenge; complete Executive Overview; and develop Safety Design checklists.
- Continue prioritized review of Joint Capabilities Integration and Development System (requirements) documents that describe the performance characteristics of future military systems to ensure that safety-associated capabilities are included in systems requirements and the designs that are fielded.
- Participate in a DoD Acquisition and Technology effort to enhance criteria that can be applied "system-wide."
- Implement OPNAVINST 5100.24B, Navy Acquisition System Safety Policy.
- Contribute to the update of DoDI 5000.2 and DODD 5000.2 (primary acquisition instructions), the Joint Chief of Staff guidance for acquisition requirements, revision of Military Standard 882 (Standard Practice for System Safety), and other technical policy documents and guidance.
- Provide technical support and oversight to specific acquisition programs. Emphasis will be placed on multi-billion dollar ship Acquisition Safety programs.
- Coordinate a day-long tutorial on application of system safety to occupational health aspects of systems design at the International System Safety Conference.
- Conduct two Defense Safety Oversight Committee Research and Development initiatives. (1) tools and techniques for describing life-cycle costs and benefits of incorporating noise controls into systems/equipment design and (2) providing tools and approaches describing life-cycle costs and benefits of incorporating ergonomic designs and controls into systems/equipment design.

Anti-Terrorism Force Protection (AT/FP)

- Oversee policy development, program planning and execution, allocation, and use of resources for activities within Navy in support of CBRN installation and combatant commanders to ensure that adequate safety and health protection measures (such as training, exposure evaluation, and personal protective equipment) are integrated into AT/FP requirements for DON emergency responders worldwide including military, civilian and contractor personnel.

- Continue implementation of CBRN Respirator Plan of Action.

Enterprise Safety Applications Management System (ESAMS)

- Complete ESAMS implementation in Navy sites outside the continental U.S.
- Complete training on ESAMS use at all CNIC and all tenant commands receiving CNIC Safety and Occupational Health services outside the continental U.S.
- CNIC Fire and Emergency Services will use ESAMS for National Fire Incident Reporting System (NFIRS) reporting and will use ESAMS as a feed for the Navy Emergency Response Management System (NERMS).

Mishap Prevention (MP)/Hazard Abatement(HA)

- Complete Mishap Prevention and Hazard Abatement Program projects approved in FY 2006.
- Prioritize and select FY 2007 MP/HAP Projects.

Navy Executive Safety Board (NESB)

- In FY 2006 the Navy Executive Safety Board approved a Naval Safety Strategy Plan of Actions and Milestones (POA&M). View the POA&M at: http://www.safetycenter.navy.mil/ESB/POAM/default.htm

Occupational Health:

- Continue to use and improve BUMED Occupational Health and Safety program assessment tools for safety, occupational health (audiology, medicine and nursing) and industrial hygiene.
- Provide Naval Air Systems Command programmatic support and occupational health technical experts to acquisition programs.
- Continue to improve DOEHRS-HC and the Data Repository systems.
- Continue to obtain and improve hearing conservation statistics and measure annual program compliance.
- Continue efforts to integrate DOEHRS and CHCS II/AHLTA software.
- Reduce the percent of "no show visits" in Occupational Health clinics.
- Increase by 10%, the occupational medicine surveillance exam completion rate.
- Increase the distribution of customer satisfaction surveys following Occupational Health clinic visits.
- Increase the Occupational Medicine surveillance exam completion rate.
- Re-emphasize to medical commanders the importance of supporting line counterparts in achieving Hearing Conservation Program (HCP) compliance by facilitating worker notification, scheduling, and completion of follow-up testing within 30 days of an identified Significant Threshold Shift (STS).
- Identify and promulgate HCP best practices.
- Successfully deploy Defense Occupational and Environmental Health Readiness System - Industrial Hygiene (DOEHRS-IH) to four Medical Treatment Facilities (MTFs) in FY 2007.
- Assist in policy development in support of the Secretary of Defense mandate to reduce mishaps by 75% by the end of FY 2008.
- Ensure 100% mishap reporting compliance via WESS 2.

OSHA Citation Website

- Continue to monitor OSHA citations issued to Navy and post them on the Naval Safety Center website to assist all installations in identifying areas of potential risk.

Policy and Guidance

- Continue to update and improve OPNAV safety policies.

Safety Success Stories http://www.safetycenter.navy.mil/success/default.htm

- Post 10 success stories to the website that demonstrate the Navy's commitment to the safety, health, and quality-of-life of our Navy personnel. Demonstrate through the stories the value added by safety and how best business practices result in productivity gains and cost savings. Document return-on-investment.

Studies

- Naval Audit Service will complete evaluation of Navy Ergonomics Program implementation effectiveness begun in FY 2006.
- Naval Audit Service will evaluate the safety budget in FY2007.

WEB Enabled Safety System (WESS)

- Complete development of a chain-of-command solution that will assist customers with report management.
- Complete effort to increase training availability to the fleet for WESS mishap reporting.
- Continue to increase communication to fleet users regarding WESS status, updates, and common errors.
- Continue to improve help screens and screen text for customer usability.
- Continue to develop hard copy worksheets for customers to collect data prior to input in WESS.
- Continue effort to work enhancement requests that customers identify and report via feedback.
- Web-enable the safety survey coding entry system.

Workers' Compensation

- Commander Navy Installations Command (CNIC) hire a workers' compensation Medical Specialist and a workers' compensation Fraud/Abuse Specialist.
- CNIC hire 10 workers' compensation specialists to focus on the long-term rolls.
- CNIC partner with BUMED to have reservists, Uniformed Services University of the Health Sciences residents, and Occupational Health doctors review workers' compensation medical cases.
- CNIC partner with Naval Criminal Investigative Service and a contractor to hire six investigators to pursue workers' compensation fraud/abuse.

VII. **Questions/Comments –** *Submit any questions or comments you have concerning your agency's OSH program and/or these reporting guidelines.*

Requests:

- Now that OSHA has moved Federal recordkeeping requirements from Fiscal Year (FY) reporting to Calendar Year (CY) reporting, we recommend that next year's Annual Report to OSHA also be moved from FY to CY.

- We greatly appreciate OSHA separating Department of the Navy statistics into three categories: U.S. Navy (USN), U.S. Marine Corps (USMC), and the consolidated statistics for the entire Department of the Navy on the Federal Injury and Illness Statistics for Fiscal Year 2006 WEB site http://www.osha.gov/dep/fap/statistics/fedprgms_stats06_final.html. In addition, we need the same three categories on the Total Department of Navy SHARE Performance Web Site http://www.dol.gov/esa/owcp/dfec/share/getxls.asp?id=0280.

Concluding Comments:

- During FY 2006, the U.S. Navy continued to move safety upfront in acquisition. Integrating safety into the earliest phases of acquisition (concept and design) will improve cost avoidance for the entire life cycle of acquisitions. Engineered hazard controls designed and acquired into new acquisitions will reduce mishaps and increase productivity. A summary of Navy acquisition safety needs and challenges can be found on the Naval Safety Center's Acquisition Safety web pages at: http://safetycenter.navy.mil/acquisition/default.htm

- The U.S. Navy continued to track the value that safety adds to improved worker safety, productivity and cost avoidance on its Safety Success website. This website shows the breadth and depth of safety. In FY 2006, stories were added on Naval shipyard VPP successes; Hurricane

Safety; Industrial Hygiene support to the decommissioned USS AMERICA military exercise; and ergonomic interventions at Jacksonville and San Diego. See http://safetycenter.navy.mil/success/default.htm

- The U.S. Navy recognizes a number of challenges it faces that make continued safety improvements difficult. These include new hazards brought by continued war against terrorism, changing technology such as nanotechnology, reduced staffing, outsourcing, an aging civilian workforce, a rotating military workforce, increased competition for funding, and difficulty in accurately documenting safety losses, projected savings and return-on-investment.

ATTACHMENT A
NAVY EXECUTIVE SAFETY BOARD
FY 2006 ACCOMPLISHMENTS/FY 2007 Goals

FY 2006 Accomplishments:

Navy Executive Safety Board (NESB) - was established as the senior Navy forum providing broad oversight of the Naval Safety Program and the Navy's mishap reduction efforts. It is chaired by the Vice Chief of Naval Operations (VCNO). Further NESB details are available at http://www.safetycenter.navy.mil/ESB/default.htm.

Operations Safety Committee (OSC) – established by the VCNO and co-chaired by Commander, U.S. Fleet Forces Command and Commander, U.S. Pacific Fleet. As the senior Navy forum, provides broad oversight of the Naval Safety Program and the Navy's mishap reduction efforts.

Enterprise Working Group - is standardizing enterprise culture workshops for each of the Navy enterprises - aviation, afloat (surface/sub-surface), expeditionary, and forward deployed.

Safety Training Working Group - The OSSC/OSC stood up the Safety Training Working Group in order to serve as the technical and policy advisor on matters related to Safety Training. The objective of the Working Group is to develop and recommend initiatives and policies to improve the Navy's safety training programs to enhance operational readiness. FY 2006 accomplishments include:

- Investigated status of Delayed Entry Program (DEP) Operational Risk Management training.
- In process of revising the safety portion of Prospective Commanding Officer/ Prospective Executive Officer/Department Head courses for all communities.
- Completed first draft of Navy Training System Plan.

Operational Risk Management (ORM) Working Group

- Developed ORM Time Critical Training curriculum
- Developed ORM training needs assessment
- Developing the ORM assessment tool and protocol.

Operations Safety Support Committee (OSSC) - established by the VCNO and the NESB, is chaired by Commander Navy Installations Command (CNIC). The OSSC is an integrative, collaborative, and interactive forum of Navy safety leaders whose purpose is to concentrate on assigned focus areas in order to develop, recommend, and implement initiatives and policies to enhance readiness, improve the Navy's safety programs, and reduce mishaps. Primary Committee focus areas are: 1) Occupational Safety and Health (OSH) programs and policies; 2) Traffic Safety and Recreational and Off-Duty programs and policies; 3) Safety Data Management; and 4) Safety Training (Safety Training Continuum). The safety training focus area is shared with the Operations Safety Committee (OSC).

Occupational Safety and Health (OSH) Working Group (WG)

The OSSC stood up the OSH Working Group in order to serve as the technical and policy advisor on matters related to ashore and afloat occupational safety and health.

The objective of the Working Group is to develop and recommend initiatives and policies that will improve the Navy's OSH programs, reduce workplace mishaps, and enhance operational readiness. The Working Group currently has four specialized Task Action Teams (TATs) that were inherited as part of the former Shore Safety Committee's Working Groups. The TATs are:

Ergonomics Task Action Team (Ergo TAT)

- Developed standard forms for ergonomics assessments.
- Proposed ergonomics training requirement be included in revision to OPNAVINST 5100.19D, Navy Occupational Safety and Health (NAVOSH) Program Manual For Forces Afloat.
- Provided ergonomics review comments for ASTM F1166, Human Engineering Design for Marine Systems, Equipment and Facilities.
- Participating in the development of the two-tiered Defense Safety Oversight Counsel (DSOC) ergonomics computer-based training initiative.
- Developed and provided ergonomics awareness training module for posting on Enterprise Safety Applications Management System (ESAMS).
- Presented ergonomics training at various safety conferences.
- Submitted ergonomics success stories to Naval Safety Center for posting on the Success Stories website and provided ergonomics content to several Navy newsletters.

Fall Protection Task Action Team (FP TAT)

- Completed and published FP Program Chapter for Navy Ashore Facilities as part of the Navy Safety and Occupational Health Program Manual.
- Developed criteria for selecting FP equipment conforming to the latest ANSI and OSHA standards.
- Identified and finalized Ashore FP training requirements.
- Developed ashore guidance document for Rescue Plan and Procedures for Fall Hazard Control.
- Developed a point paper and training course for Slips, Trips, and Same Level Falls.
- Developed activity written Fall Protection Program to be used as a sample for Navy Ashore Commands.
- Prepared FP guidance document for aircraft maintenance and inspection work.

Occupational Health Support Task Action Team (OHS TAT)

- Determined resources necessary to establish an environmental microbiology laboratory accreditation program for mold analysis.
- Completed guidance on OHS support to personal service contract workers.
- Provided input for revision of OPNAVINST 5100.19D guidance on exposure assessments - industrial hygiene surveys/shipboard safety surveys, and responsibilities for occupational health programs on ships.

Voluntary Protection Program Task Action Team (VPP TAT)

- Drafted a monthly VPP tracking form.
- Nominated ten Navy sites for contractor support to perform a gap analysis (assessment) and provide a VPP action plan.
- Developed Gap Analysis comparing SECNAVINST 5100.10J (Department of the Navy Policy For Safety, Mishap Prevention, Occupational Health and

Fire Protection Programs), OPNAVINST 5100.23G (Navy Safety and Occupational Health Program Manual), Integrated Safety Management, and Process Review & Measurement Systems components against OSHA VPP criteria.

Traffic Safety (TS)/Recreation Off-Duty Safety (RODS) Working Group

The OSSC stood up the TS/RODS Working Group to serve as the technical and policy advisor on matters related to TS/RODS programs. The objective of the Working Group is to develop, recommend, and implement initiatives and policies to improve the Navy's TS/RODS programs, reduce private motor vehicle (PMV) and recreational mishaps, and enhance operational readiness. TS & RODS Working Group accomplishments were:

- Conducted two pilot programs for root cause analysis and selected Naval Safety Center template as a unit level investigation tool.
- Established new Navy policy mandating root cause investigations for Class A/B PMV mishaps at the unit level.
- Developed endorsement process for Class A PMV/RODS mishap investigation reports.
- Established root cause investigations protocol for all Class A/B PMV/RODS mishaps.
- Developed programs for identifying and helping "at-risk" personnel, including behavioral risk assessments and remedial counseling programs.
- Increased formal and informal traffic safety training for Sailors under 26 years of age, active duty, and returning from deployment and for personnel who had "spikes" in mishaps.
- Reduced the wait time for traffic safety training from as high as nine months to less than two weeks.
- Partnered with other military services and the civilian sector to identify best practices to reduce traffic mishaps.
- Partnered with personnel from the local police departments, fire departments, and emergency medical services to conduct Motorcycle Safety Rodeos to raise motorcycle safety awareness.
- Continued dissemination of the information on Traffic Safety services and schedules through base papers, plans of the week, and safety office personnel (to increase student throughput).
- Constructed 10 new Motorcycle Training Ranges and made improvements to nine Motorcycle Training Ranges.
- Constructed six new All Terrain Vehicle (ATV) Training Ranges.
- Continued campaign in all CNIC regions to emphasize use of social norms, involved leadership, and ORM in holiday and seasonal Safety Briefs.
- Presented holiday safety briefs covering traffic safety, motorcycle safety, recreational off-duty safety and other seasonal topics during November and December 2005 that reached over 60,000 sailors and government employees.

FY 2007 Goals:

Navy Executive Safety Board (NESB)

- Stand up a System Safety Advisory Board per OPNAVINST 5110.24B, Navy Acquisition System Safety Policy, with representatives from all Navy systems commands to provide a forum for discussion of Navy-wide system (acquisition) safety issues and related policy implementation.

OSSC

OSH Working Group

- Review trends for highest lost work time and lost days rates in order to identify areas that require focused efforts.
- Develop new OSH safety initiatives with potential for high return-on-investment.
- Develop metrics for new OSH safety initiatives.
- Evaluate unit level and private sector best practices for DON applicability.
- Determine optimal placement of safety professionals in Navy organizations.

Ergonomics Task Action Team (Ergo TAT)

- Assist in reducing lost workday rates by targeted ergonomic surveys.
- Update ergonomics training.
- Develop ergonomics best practices for high risk occupations and areas for DON-wide use.
- Review and comment on all directives, instructions, and data collection systems to ensure technical and procedural effectiveness as related to ergonomics.
- Improve information sharing with DoD Services and Agencies.
- Support DON OSHA Voluntary Protection Program (VPP) efforts.

Fall Protection Task Action Team (FP TAT)

- Provide fall protection expertise Navy-wide.
- Assist Navy commands to establish and manage FP programs.
- Update the existing Navy Fall Protection Guide for Ashore Facilities.
- Provide FP training to Navy architects and engineers to design safer buildings and facilities.
- Continue to analyze fall mishaps to determine the root causes of falls.
- Introduce best FP work practices in the Navy.
- Review, update, and improve existing fall protection criteria and guidance documents.
- Develop the Afloat FP Guide and Instruction.

Occupational Health Support Task Action Team (OHS TAT)

- Finalize OHS TAT charter.
- Develop hearing conservation best practices.
- Provide OHS expertise Navy-wide.
- Assist Navy commands on OHS programs.
- Review, update, and improve existing OHS criteria and guidance documents.

Voluntary Protection Program Task Action Team (VPP TAT)

- Develop Naval Safety Center VPP website.
- Finalize the Safety and Occupational Health Management Evaluation Guide.
- Participate on the DoD VPP Working Group.
- Provide VPP expertise Navy-wide.

- Assist Navy commands on VPP programs.

Safety Data Management Working Group

- Standup a WG to focus on single safety management system.

Safety Training Working Group

- Finalize the safety portion of the Prospective Commanding Officer (PCO)/Prospective Executive Officer (PXO) course.
- Finalize Navy Training System Plan.
- Develop common Safety Officer core requirements to train Safety Officers from all warfare communities.
- Embed Operational Risk Management application in accession, initial skills, specialized skills and functional skills training courses of instruction.
- Develop and implement a long-term plan to train Navy personnel to use WESS and the OPNAVINST 5102/3750 reporting instructions.

TS/RODS Working Group

- Conduct review of current Traffic Safety program and submit recommended changes as required.
- Conduct review of current Recreation/Off-Duty program and policies and submit recommended changes as required.
- Develop PMV/RODS mishap prevention programs that target identified high risk personnel.
- Review and revise OPNAV PMV/RODS safety instructions to ensure risk management is embedded as appropriate.
- Review DoD and select private sector Best Practices for DON applicability. Present to NESB membership for concurrence, then implement throughout DON.
- Conduct detailed evaluation of best practices submitted by Naval Safety Center. As a result of this evaluation, make appropriate recommendations for policy changes or new programs to the NESB.
- Develop new safety initiatives with the potential for high Return- on-Investment (ROI) and submit to the NESB for approval and implementation.

ATTACHMENT B
U. S. NAVY ANNUAL SEAT BELT REPORT
APRIL 2006

Safety Belt Use Policy: The Navy requires all military personnel to wear safety belts at all times, on or off a military installation and in any vehicle, government or private. Navy on-duty federal civilians are also required to wear safety belts at all times, as well as anyone else who comes on board any Navy installation or rides in Navy-owned vehicles. Additionally, a child safety seat is required for children up to 40 pounds (about 4 years old) who ride in private or government vehicles on base. These requirements are outlined in the Navy's Traffic Safety Program directive OPNAV Instruction 5100.12G.

Safety Belt Use Rates: Safety belt observational surveys were conducted at random locations (entrance gates, parking lots, intersections) at 48 Navy shore installations and indicate an average 95% safety belt use rate.

Statistics of Crashes: During FY 2005, costs associated with crashes involving Navy military and on-duty civilian employees on Navy installations were $60,585. Most locations do not have the capability to determine costs associated with privately owned vehicle crashes as drivers are referred to their private insurance companies for resolution.

Click-It-or Ticket: Regular safety belt use is the single most effective way to protect people and reduce fatalities in motor vehicle crashes. When worn correctly, safety belts have proven to reduce the risk of fatal injury to front-seat passenger car occupants by 45% – and by 60% in pickup trucks, SUVs and mini-vans. Safety belt checkpoints and other stepped-up law enforcement activities will be conducted during the national Click-It-or Ticket enforcement mobilization, which runs 22 May through 4 June..

Chief's Challenge: The National Chief's Challenge program challenges all law enforcement agencies to build and expand state and community coalitions, educate the public about primary seat belt laws, support enforcement efforts, and encourage everyone to buckle-up. The challenge also promotes law enforcement to enforce existing laws through active, high-visibility enforcement programs. To meet both national and local goals, this program was established to increase seat belt use, reduce child occupant fatalities and reduce alcohol-related crashes. The effort in law enforcement is making a difference in the military and civilian communities.

Examples of educational efforts/innovative programs/incentives used to increase belt use: Note: Belt use rate included after facility name, where available.

Navy Region Northeast (Naval Engineering Station, Lakehurst, NJ (96%); NAS Brunswick, ME (97%); Submarine Base, New London, CT (90%); Naval Station, Newport, RI (91%); Naval Weapons Station, Earle, NJ (90%); Naval Support Unit, Saratoga Springs, NY (90%) The bases participated in the Chief's Challenge and Click-It-or Ticket Campaigns. The Driver Improvement Program (DIP) provided awareness to all personnel about the importance of safe driving. Lakehurst, NJ received the CNO and SECNAV Safety Award for FY 2005 and they partner with Riders Education in New Jersey.

COMNAVREGION Northwest (Naval Base, Kitsap Bangor, WA (98%); Naval Base Kitsap Bremerton, WA (99%); Naval Station Everett, WA (96%); NAS Whidbey Island, WA (93%)

1. Conducted traffic safety standdowns during the spring and fall at each installation within COMNAVREGION Northwest with emphasis on safety belt and child safety restraint systems. A member of the Washington State Patrol assisted in each of the fall standdowns.
2. Motorcycle safety courses were provided at each installation several times during the year.
3. Driver improvement training was provided at each installation several times during the year.

Navy Region Southwest (Naval Base, San Diego, CA (93%); Naval Base Coronado (91%); NAS, Lemoore, CA (99%); Naval Preparatory School, Monterey, CA (97%); Naval Air Weapons Station, China Lake, CA (98%) Implemented a motorcycle training program to ensure Sailors trained on 250 CC or smaller motorcycles return for additional training within six months (ERC Suite Skills Practice) on his or her own larger displacement motorcycle to show the Sailor possesses the ability to operate the large motorcycle safely.

Navy Region MidSouth (NAS JRB, Fort Worth, TX (94%); NAS JRB, New Orleans, LA; NAS Kingsville, TX (98%); Naval Station, Ingleside, TX (99%); Naval Support Activity, New Orleans, LA (98%); NAS, Corpus Christi, TX (95%)

NAS JRB Fort Worth, TX

1. Command directed monthly safety standdown – traffic information disseminated.
2. The Captain gives half-day liberty before and after a holiday with the stipulation that no Sailors will be driving past 2200 hours at night or prior to 0600 in the morning. He states if they are on the road driving after that time and have an accident they will be required to meet with him upon return to work.
3. Each individual will complete a pre-holiday assessment for travel.

NAS Kingsville, TX

AAA-DIP training is conducted in compliance with OPNAVINST 5100.12G. There were 24 classes conducted with a total of 343 personnel in attendance. That is approximately 75% of the total military appropriated funds and NAF personnel assigned to NAS Kingsville, in less than one year.

Naval Station, Ingleside, TX

Day of Excellence Alcohol and Safety Incentive Program. A slogan board mounted along the roadway by the base exit contains a place for the winning slogan and the person's name who submitted the slogan that must Slogan contest is open to all departments including tenants. The winning slogan promotes positive behavior and strengthens prevention efforts in alcohol and safety awareness and winner receives a 96-hour special liberty for military or an 8-hour time off award for civilian personnel. Board also highlights commands that have achieved alcohol and safety incident rates of zero. During the contest period (bi-monthly), if the command's alcohol and safety incident rate is zero, the command will receive a 24-hour special liberty for military with a date to be determined by the Commanding Officer.

Naval Support Activity, New Orleans, LA

1. NSA Security Police Officers enforce traffic requirements and safety belt use.
2. Safety belt use is promoted via permanent visible posting of "Buckle-Up America" signs around the facility. Traffic regulatory signs are posted. Speed bumps are located in base housing areas.
3. Two annual safety belt surveys are conducted annually at various locations on the facility.
4. Safety use and traffic safety is promoted to NSA and Tenant commands during the American Automobile Association Driver Improvement Program training, Holiday Safe Driving standdowns, New

Employee Orientation, Newcomer Safety Briefs, Plan of the Week reminders, All Hands summer traffic and recreation off-duty safety training and contractor safety packages issued during pre-construction meetings.
5. The use of safety belts and safe equipment operation is emphasized during forklift operator training and operation is emphasized during forklift operator training and operators are observed for their use.
6. Naval Support Activity has received eight Safety Belt Use Awards through the years from the Louisiana Highway Safety Commission for its safety belt use efforts.
7. High visibility vests are required to be worn by all personnel whose work exposes them to traffic. Pedestrian Safety is also stressed.
8. Security Police Officers receive annual refresher Traffic Safety training on OPNAVINST 5100.12G traffic safety requirements.
9. NSA Safety Office provides American Automobile Association Driver Improvement Program training for military and DoD civilians assigned to NSA New Orleans, NSA Tenant Commands, NASJRB Belle Chasse, SPAWAR Lakefront in New Orleans, and ships personnel that were located in Avondale Shipyard. Dependants of active duty military only are welcome to participate.
10. Traffic violators are required to attend American Automobile Association DIP Training.
11. Louisiana ranks among the top ten states for rail grade crossing mishaps. A 20-minute segment on Rail Grade Crossing Safety and Louisiana requirements is added to NSA American Automobile Association Driver Improvement Training.
12. Rail grade crossing and traffic safety reminders are disseminated at NSA New Employee Orientation and Fleet and Family Service Center Newcomer Safety Briefs.
13. Personnel checking out of the NSA command are given a Drive Safely handout to briefly review.
14. The Safety Manager is the command designated Traffic Safety Coordinator with input on traffic safety measures.

**Navy Region Southeast (Naval Support Activity, Athens, GA (99%);
NAS, Atlanta, GA (98%); Naval Weapons Station, Charleston, SC (94%); Naval Station, Guantanamo Bay, CU (98%); Naval Construction Battalion Center, Gulfport, MS (76%); NAS, Jacksonville, FL (90%); NAS, Key West, FL (96%); Naval Submarine Base, Kings Bay, GA (99%); Naval Station, Mayport, FL (96%); Naval Support Activity, Panama City, FL (85%); Naval Support Activity MidSouth (93%)**

NSA Athens

1. Command emphasis on seat belt usage for all personnel both on and off- duty (drivers and passengers).
2. Safety Indoctrination for all student classes, messages weekly and safety class prior to holiday weekends on the Navy's Five Top Killers on the highway (Alcohol, speed, night driving, weekend driving, seatbelts, and fatigue).
3. Added a parking lot and closed identified spaces that presented a hazard from vehicles parking too close.

NAS Atlanta - Aggressive pre-holiday and liberty safety briefs by CO/XO and supervisors emphasizing Traffic Safety. Annual Safety Fair with main theme being PMV Safety, utilizing all local sources.

NWS Charleston - An active Traffic Safety Council that meets at least quarterly as part of the Integrated Worker's Compensation Action Committee (ISWAC). This meeting is chaired by the XO and addresses various traffic safety issues. Also, personnel who receive a moving violation citation are required to attend Driver Improvement Training. Driver Improvement Training and Motorcycle Training are offered

at least monthly. The CO places special emphasis on traffic safety during weekly staff meetings and monthly at his all-hands meeting. Security is very vigilant and does a great job of enforcement

NS GTMO - NAVSTAGTMO conducts random motor vehicle, ID verifications, and sobriety and seatbelt usage checks throughout the year. In addition to this, a Speed Monitoring Awareness Radar machine is randomly placed along side the roadways to help drivers to be informed of their speed of travel.

CBC Gulfport - Participated in Click-It-or Ticket, You Drink You Drive You Lose campaigns. Last summer, personnel wore the fatal vision goggles and drove golf carts on the grinder to test their driving skills while under simulated alcohol influence. Local TV news reporters were on hand to film the base Executive Officer drive the golf cart to demonstrate simulated drinking and driving. During holiday weekends a wrecked vehicle is put at the gates.

NAS Jacksonville – The American Automobile Association DIP Program is conducted twice a week, and motorcycle courses are taught three to four times per month. Participate in holiday safety standdowns, Click-It-or Ticket Campaign, Motorcycle and Recreational/Traffic Safety Rodeos with emphasis on motorcycle safety. Traffic enforcement was increased and more than double the traffic citations were issued per month than last year with a reduction in on-station crashes.

NAS Key West – Conducted the Motorcycle Safety Foundation Basic RiderCourse and the American Automobile Association Driver Improvement Program. Participated in the semi-annual Holiday Safety Fair and the Click-It-or Ticket campaign.

NSB Kings Bay - Currently three American Automobile Association Driver Improvement Programs are taught monthly. Click-It-or Ticket – Security has placed portable Click-It-or Ticket signs around the base for the campaign. Conducted quarterly seat belt checks. Kings Bay and tenant commands actively use ORM and is stressed during peak travel periods.

NS Mayport – The base conducts the Motorcycle Safety Foundation Basic RiderCourse and the American Automobile Association Driver Improvement Program and safety standdowns.

NSA Panama City - Implemented BMT Designers and Planners Driver Safety courses for various types of motor vehicles including government motor vehicles, private motor vehicles, and motorcycles.

Naval Weapons Station, Yorktown, VA (94%)

Naval Surface Warfare Center, Dahlgren, VA (95%)

Naval Surface Warfare Center, Indian Head, MD (99%)

Naval Support Activity, Mechanicsburg, PA (97%)

Naval Surface Warfare Center, Crane, IN (97%)

Naval Station, Great Lakes, IL (98%)

1. Command emphasis is placed on traffic safety at various command functions (meetings, award ceremonies, standdowns, etc.). It makes a huge difference if the word comes from the top.
2. The latest initiative in place. A police officer accompanies the seat belt surveyor and issues a citation to unbelted drivers. This demonstrates high command support for the safety of the members.

3. For a change of pace, command has acquired a "crash dummy". This visual message is a reminder to all the importance of seat belt use.

COMNAVREGION Hawaii (96%)

Overseas Commands:

COMNAVREGION GUAM (87%) Weekly advisories are sent out to all naval commands and occasionally place ads in the military (Navy) newspaper. Local seat belt laws played a significant role in its continued usage.

Naval Support Activity BAHRAIN (95%)
1. A total of 1103 personnel have completed the American Automobile Association Driver Improvement Program (AAA-DIP) course during 2005. Additionally, 14 new AAA-DIP instructors were certified during August 2005.
2. All-hands traffic and recreation safety stand down was conducted in November 2005. Nine sessions were provided ensuring availability for all watch standers. The Commanding Officer stressed "risk based decision making" and use of the "end-in-mind" thought process during each session.

JAPAN REGION (NAF Misawa, JA (97%); NAF Atsugi, JA (98%); CFA Yokosuka, JA (94%); CFA Sasebo, JA (98%); CFA Okinawa, JA (95%); NSF Diego Garcia (96%)

NAF Atsugi, JA USNAF has continued an aggressive approach to traffic safety through the security department, traffic safety office, and the traffic court. The traffic safety office has coordinated with local police dept to provide additional motorcycle safety training. Traffic safety presentations are a mainstay at command safety standdowns. The traffic safety office routinely provides presentations to tenant commands. Emphasis is also placed upon intrusive leadership and use of the safety toolbox provided by the Naval Safety Center. NAS Atsugi also conducts a monthly traffic safety committee meeting to ensure dissemination of information. Traffic safety committee members have become actively involved in collection of safety belt usage statistics traffic accidents are being reviewed more critically and when determined that the U.S. Forces person was at fault, a citation is issued. Upon determination that the person was in fact at fault, the traffic court judge orders the person to attend AAA-DIP training within a specified time period or risk license suspension statistics indicate the number of traffic crashes was reduced by 19% of FY 2003's totals and continue on a downward trend.

CFA Yokosuka, JA For the last three years CFA has taken Traffic Safety Program to the afloat commands. They conduct training while the ships are underway and train all visiting commands. CFA trains all visiting submarine duty drivers while they are underway on approach to pier side so they can hit the beach running. CFA developed command specific training upon request for all local departments, tenant commands and have conducted training off station to Atsugi commands. CFA conducts AAA-DIP once a month for traffic offenders and have trained representatives from afloat commands to conduct this training to their personnel. AAA-DIP has been well received and is mandatory for all duty drivers on board the USS Kitty Hawk (CV 63) and CFA anticipates having all waterfront commands trained by the end of this year. Motorcycle training has been expanded to include Shirbai (Japanese Police) training where they come on base and teach US Forces some basic riding techniques. CFA also developed and conducted motorcycle suspension seminars with a local Japanese suspension expert to raise awareness about proper maintenance and set up.

CFA Sasebo, JA CFA coordinates with Japanese police to get accurate information and statistics to help encourage military personnel, civilians and their families to wear their seat belts. Mandatory seat belt use is part of the base indoctrination program. CFA displays seat belt posters and banners where people will see them. CFA have summer and fall safety campaigns that include seat belt usage. CFA conducts a monthly seat belt survey on base.

CFA Okinawa, JA

1. Each quarter at the safety standdown, the Commanding Officer will ask for a show of hands of those that did not use seat belts that morning.
2. Bi-weekly statistics are provided at Tenant OIC/CFAO Department Head meetings updating the number of government motor vehicle mishaps and their repair costs.
3. Special programs such as 101 Critical Days of Summer and 19 Vigilant Days of Christmas lean heavily on drinking and driving.

NSF Diego Garcia

1. An aggressive command alcohol deglamorization program reminds everyone about the incompatibility of drinking and driving.
2. Conduct the quarterly seat belt survey with the presence of NSFDG Security Force, the British Royal Overseas Police (ROPO), and the BOS contractor safety representatives gives the highest emphasis on the importance of seatbelt use and vehicle maintenance. The seatbelt survey is not limited to checking the seat belts but also other parts of the vehicle such as tires, horns, signal lights and brake lights, side and rear mirrors, etc. The seatbelt is checked for the inertial traction. Vehicles found with non-working inertial traction are logged and the importance of inertial traction explained to drivers. The importance of seat belts for passengers in the rear seats is also emphasized.
3. Regular reminders on seat belt use and traffic safety are printed in the Safety Department publications such as Stand-up Safety Meeting notes, Safety Newsletters, and the Blitz.

EUROPE REGION (COMNAVACTS, UK (100%); Naval Station, Rota, SP; NAS Sigonella (98%); NSA Souda Bay, Crete; JMF St Mawgans; NAS Keflavik, IC; NSF La Maddalena; NSA Naples, IT

NSA Souda Bay, Crete Enforcement of traffic laws is enforced by the Security Department on the installation. Traffic court is held for offenders and violators attend traffic safety training. NSA has a weekly traffic safety-training program that is available to all departments and tenants. The scope of this safety training is to advise drivers on current local area road conditions, high accident rate locations, special police reports and traffic advisories, road construction and upcoming weather conditions.

JMF St Mawgans All British are required by law to use seat belts in front and back seats.

ATTACHMENT C
TRAINING SUMMARY (1)

Type Training Provided in FY 2006	Courses	Number Trained (Military & Civilian)
Asbestos	Asbestos Inspector/ A-493-0014**	68
	Asbestos Inspector Refresher/A-493-0015**	146
	Asbestos Management Planner/A-493-0019**	27
	Asbestos Management Planner Refresher/ A-493-0020**	52
	Asbestos Project Designer Refresher/A-493-0087**	37
	Asbestos Supervisor Initial/A-493-0069**	14
	Asbestos Supervisor Refresher/A-493-0070**	192
	Asbestos Worker Refresher/A-493-0200**	24
	Emergency Asbestos Response Team/A-760-2166**	50
Aviation Safety	Aviation Safety Specialist/A-493-0065**	116
	Aviation Safety Officer (S-00-3301)*****	408
	Aviation Safety Command (S-00-3302)*****	294
Confined Space	Confined Space Safety/A-493-0030**	50
	Confined Space Entry: 14992 (Navy Knowledge Online Course)**	102
Construction Safety	Construction Safety Standards/ A-493-0021**	159
	Principles of Scaffolding/A-493-0091**	44
Crane Safety	Crane Safety/A-493-0074**	28
Electrical Safety	Electrical Standards/ A-493-0033**	165
	Energy Control Lockout/Tag out: 14985 (Navy Knowledge Online Course)*	130
Emergency Response	Facility Response Team (FRT) Five Day/A-493-0012 **	318
	Facility Response Team (FRT) Three Day/A-493-0013 **	741
	Hazardous Substance Incident Response Management (HSIRM)/A-493-0077 **	355
	Hazardous Substance Incident Response Management (HSIRM) Refresher/A-493-0083 **	356
	Incident Action Planning/A-493-2400 **	231
	Incident Command System 200/A-493-2200 **	347
		271
	Incident Command system 300/A-493-2300**	315
	Spill Management Team Basic/A-493-2100**	155
	Worst Case Discharge Triennial Tabletop Exercise/A-493-2500 **	
Ergonomics	Navy Ergonomics Program/A-493-0085 **	139
	Applied Ergonomics 14989 (Navy Knowledge	640

Type Training Provided in FY 2006	Courses	Number Trained (Military & Civilian)
	Online Course) *	
Eye and Face Protection	Eye and Face Protection: 16212 (Navy Knowledge Online Course) *	261
Excavation	Excavation, Trenching and Soil Mechanics/ A-493-0090 **	15
Fall Protection	Fall Protection/ A-493-0084 ** Ladder and Stairway Safety: 14997 (Navy Knowledge Online Course) *	121 83
Fire Protection	Fire Protection and Life Safety/ A-493-0075 **	90
Forklift Truck Safety	Fork Lift Safety: 14986 (Navy Knowledge Online Course) *	182
General	General Industry Safety Standards/A-493-0061**	122
Ground Safety for Marines	Ground Safety for Marines/A-493-0047 **	515
Hazardous Material Management & Handling	Afloat Hazardous Material Coordinator/A-8B-0008 ** CHRIMP/HICS Technician/A-493-0049 ** Hazardous Material Control & Management (HMC&M) Technician/A-322-3600 ** Hazardous Material Control & Management (HMC&M) Technician/ A-322-2601** Introduction to Hazardous Material (Ashore)/ A-493-0031** Hazmat: 14990 (Navy Knowledge Online Course) *	50 152 566 152 133 621
Hazard Communication	Hazard Communication: 14987 (Navy Knowledge Online Course) *	397
Hearing Protection	Industrial Noise/ A-493-0092 ** Hearing Conservation: 14995 (Navy Knowledge Online Course) *	49 1,238
Heat Stress	Heat Stress Afloat: NMETC-HAS-001 (Navy Knowledge Online Course) *	695
Industrial Hygiene	Introduction to Industrial Hygiene for Safety Professionals (Ashore)/A-493-0035**	113
Lasers	Administrative Laser Safety Officer (ALSO)/A-493-0067 **	24
Machinery & Machine Guarding	Machinery and Machine Guarding Standards/ A-493-0073 **	67
Mishap Investigation	Mishap Investigation (Ashore)/A-493-0078** Mishap Recordkeeping Seminar/A-493-0079 **	309 42
Personal Protective Equipment	Personal Protective Equipment: 14988 (Navy Knowledge Online Course) *	465

Type Training Provided in FY 2006	Courses	Number Trained (Military & Civilian)
Respiratory Protection	Respiratory Protection Manager/A-4J-0082**	141
	Respiratory Protection Program Management/ A-493-0072**	280
Safety & Occupational Health	Introduction to Navy Safety and Occupational Health (Ashore)/A493-0050 **	482
	Management Principles for Safety Professionals/A-4J-0019 **	20
	Naval Safety & Occ. Health Assessment Tools & Strategies/A-493-0089 **	127
	Safety Program Afloat/A-493-2099 **	1,539
	Submarine Safety Officer/F-4J-0020 **	57
	First Aid: 15480 (Navy Knowledge Online Course) *	734
	Afloat Safety Officer Course (A-4J-0020) ****	315
Traffic Safety	EVOC (Basic)***	161
	Motorcycle Safety ***	4,926
	American Automobile Assoc. Driver Improvement Program/Naval Safety Center/Driver Awareness Safety Training***	11,465
	Other Vehicles***	708
	Safety Briefs***	75,142
	Safety Stand downs***	58,514
	Driving For Life: CPD-DFL-01 (Navy Knowledge Online Course) *	30,425

(1) Notes: * NKO data provided by Naval Education & Training Command (NETC).
** Course information provided by Navy Occupational Safety & Health and Environmental Training Command (NAVOSHETC)
*** Summary provided based on the CNIC TS& RODS Support Contractor input only (for FY 2006 - eight regions including Hawaii were under contract). Data does not include training information for other CNIC regions not under contract.
**** Information provided by Surface Warfare Office School

ATTACHMENT E
ACQUISITION SAFETY WEBSITE

The *Acquisition Safety* web pages are located at on the Naval Safety Center's (NSC) website at http://www.safetycenter.navy.mil/acquisition/default.htm. In FY 2006, the **Radiofrequency Radiation** Acquisition Safety Challenges/Resources section was completed and posted to this public domain section of the NSC website.

Additional sections on **Nanotechnology** and **Electrical Shock** were drafted and sent to Navy subject matter experts for review. These acquisition safety challenges will be finalized and posted in FY 2007.

Other additions to the *Acquisition Safety* web pages in FY 2006 include an **Executive Overview** that summarizes key points of each **Challenge** section and a **General Resources** section that includes facts about acquisition safety, control of common safety and occupational health hazards in military systems acquisition, and information on the International System Safety Conference. This section also contains links to meeting minutes of the Systems Safety Working Group. Background information and further details on acquisition safety and FY 2007 accomplishments are provided below.

The *Acquisition Safety* web pages, begun in FY 2002, are a work in progress for addressing the most significant safety challenges facing the Defense Acquisition and Navy Safety and Occupational Health communities during planning of ship, weapons, and aircraft systems. The goal of this component of the Naval Safety Center website is to promote incorporation of safety and occupational health factors into all stages of the Defense Acquisition Process by discussing the challenges, communicating information on Best Practices, and sharing successful Navy acquisition safety and health initiatives. ***Through these Acquisition Safety web pages, we strive to get out the message that building ship systems safer the first time means fewer retrofits, no injuries, enhanced productivity, and reduced cost.***

Each of the safety challenges featured in the web pages is approached from two perspectives - the Challenge and Resources/Best Practices. The **Challenge** sections define and discuss each safety risk and its consequences in terms of human, time, and material costs as well as military readiness. The **Resources** sections provide links to general information on each safety challenge topic, as well as resources on research studies, technology, Navy and DoD instructions, industry standards, and other acquisition websites containing information relevant to the specific safety challenge.

The **Radiofrequency Radiation** (RFR) Safety Challenge, completed and posted to the Acquisition Safety web pages in FY 2006, outlines the hazards encountered when personnel are exposed to excessive levels of RFR. Excessive levels of exposure to RFR can have adverse effects on the human body such as involuntary muscle contractions, electrical shocks/burns and extreme heating of human tissue. High levels of RFR can also cause premature activation of certain explosive devices and may cause electrical arcs that can ignite flammable materials.

The RFR section of the Acquisition Safety web pages outlines safety and operational concerns and approaches to limit personnel exposure as well as acquisition costs and risks during ship design and development. The most common RFR challenges aboard Navy ships are outlined in three broad categories: Hazards of Electromagnetic Radiation to Personnel; Hazards of Electromagnetic Radiation to Ordnance; and Hazards of Electromagnetic Radiation to Fuel.

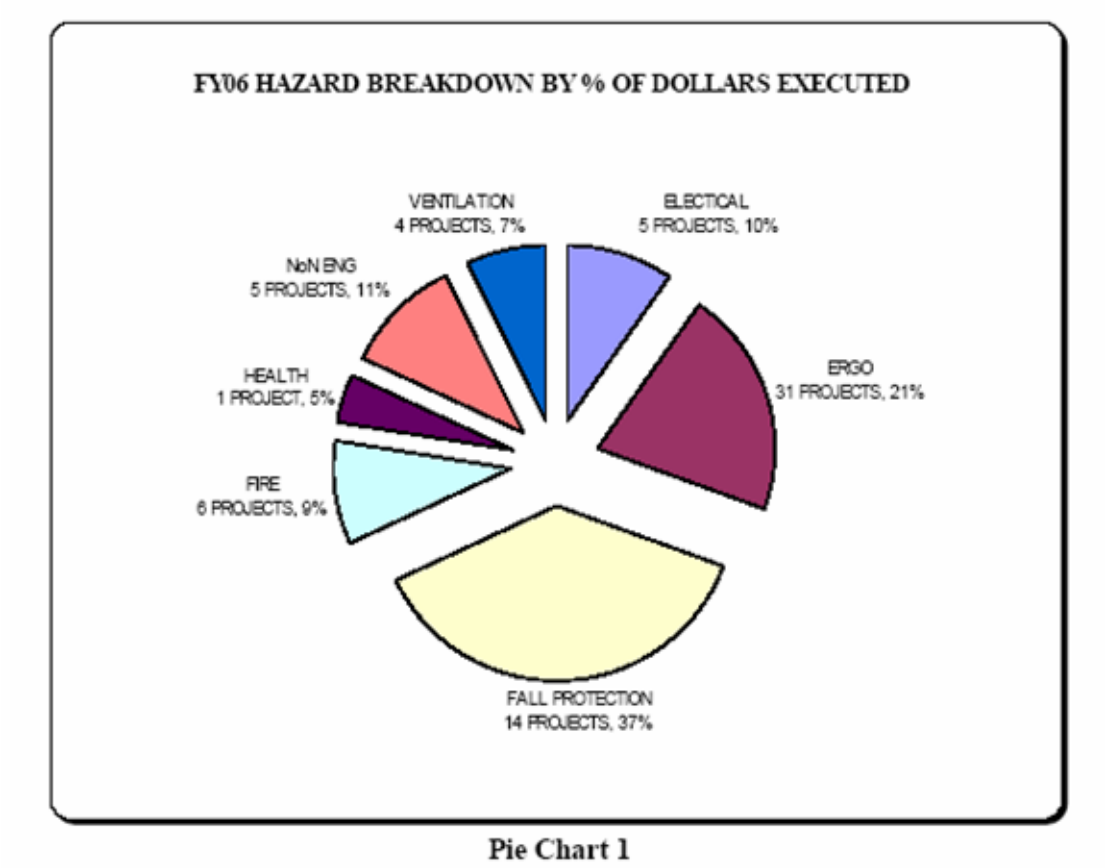
Among the many recommendations for eliminating or controlling the above hazards are engineering controls such as shielding of RF energy sources; remote operations; use of nonmetallic materials to avoid burn hazards; installation of safety disconnect switches; and adjustments to antenna height and angles that reduce adverse effects of RFR. RFR administrative controls such as physical barriers, maximizing the distance between workers and RF sources, operating antennas at reduced power, RF safety and health training, and use of warning signs are all detailed along with personnel protective equipment. The RFR Challenge/Resources section of the Acquisition Safety web pages can be accessed at:
http://www.safetycenter.navy.mil/acquisition/RFR/default.htm

ATTACHMENT F
MISHAP PREVENTION/HAZARD ABATEMENT

The Navy's Mishap Prevention and Hazard Abatement Program (MP/HAP) is available to fund mishap prevention initiatives and abatement of hazards for which local activities do not have sufficient funds and to address hazards at multiple activities that can be corrected with common designs. The Navy Safety and Occupational Health (SOH) Program requires commands to identify workplace hazards during self assessment, investigations, evaluations, oversight inspections, and through employee reports. The program also requires commands to evaluate and correct identified hazards. Navy commands were able to correct some identified workplace hazards in FY 2006 with funding secured through the Navy's MP/HAP Fund that is administered by the Naval Facilities Engineering Command (NAVFACENGCOM). Priority for funding was given to areas connected with the highest degree of risk.

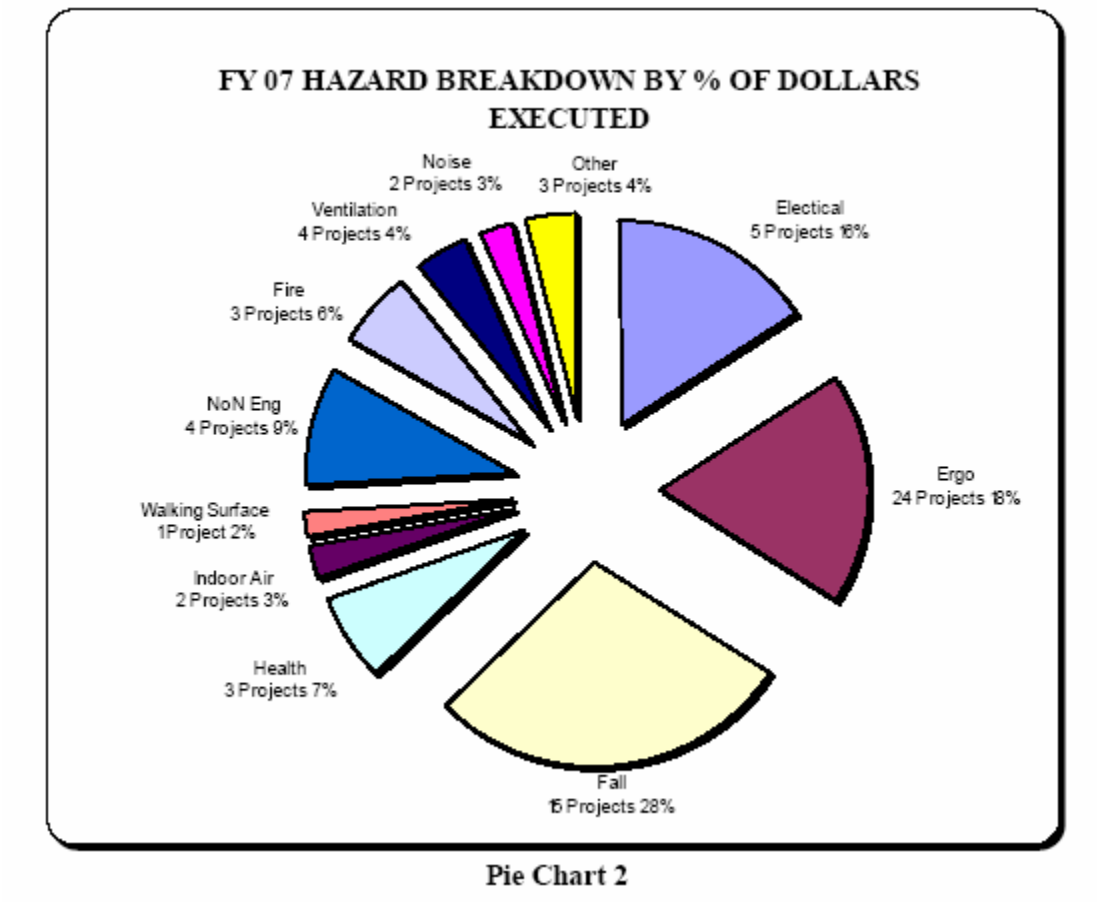
In FY 2006, the Navy continued to make great progress in expanding the traditional scope of the MP/HAP to address electrical issues. Approximately $11.3 million was obligated and implemented into the system by NAVFACENGCOM to fund FY 2006 MP/HAP projects. Approximately 65 hazard abatement projects were approved and awarded during FY 2006. The majority of these Hazard Abatement projects fit into the categories of falls, ergonomics, industrial ventilation, emergency egress and electrical. Examples of FY 2006 Hazard Abatement projects are listed at the end of this attachment.

Pie Chart 1 illustrates the cost percentages for the breakdown of FY 2006 MP/HAP projects.



Pie Chart 1

Pie Chart 2 illustrates the cost percentages breakdown of the 66 FY 2007 proposed projects for the MP/HAP by hazard category for both design and construction. The budget for FY 2007 is $11.1 Million.



Pie Chart 2

Navy MP/HAP Actions for FY 2006:

- Navy Ergonomics Program – The Navy Ergonomics Center of Expertise represents the Navy on a tri-service ergonomics computer based training (CBT) initiative to be used across the Department of Defense (DoD). The ergonomics initiative is a two-tiered CBT package. Tier I covers general ergonomics awareness targeted towards all DoD employees and Tier II is a more advanced module targeted to Industrial Hygienists, safety and health professionals and those managing their commands ergonomics program. The ergonomics CBT initiative is scheduled for completion at the end of FY 2007. In FY 2006, two ergonomics evaluation field tools were developed and posted on the Navy Forms Online website as downloadable digital forms. The two assessment tools posted are the Physical Risk Factor Checklist used for industrial settings and the Computer Workstation Checklist. The Navy Ergonomics Center of Expertise also commented on various Navy instructions and guidance documents and added ergonomics language to the Unified Facility Guide Specification (UFGS) Design and Build Specifications to incorporate ergonomics into the acquisition process. The Ergonomics Center of Expertise provided technical expertise to Navy activities to eliminate or reduce ergonomic risk factors and Work-related Musculoskeletal Disorders (WMSDs).

- Navy Fall Protection Program - In FY 2006, the Navy Fall Protection Center of Expertise finalized the fall protection and prevention policy for Navy-wide use, provided technical

expertise and training to Navy and DoD activities to eliminate or reduce fall hazards, participated as the Navy representative on the ANSI Z359 Fall Protection Standards Committee, and developed technical guidance documents for Fall Rescue Procedures and Fall Protection for aircraft maintenance.

- Navy Electrical Program - Electrical specialists from the NAVFACENGCOM Southwest Hazard Abatement Implementation Team conducted a series of electrical safety surveys at selected U.S. Navy shore installations. The purpose of these surveys was to document the extent and magnitude of existing personnel, equipment, and systems safety issues associated with electrical grounding and lightning protection problems that existed at representative Navy shore installations in the continental United States and abroad. The results provided clear and positive justification for further investigation and implementation of solutions to electrical safety hazards at numerous Navy shore facilities. The preponderance of electrical safety issues deal with grounding, bonding, and lightning protection practices that do not follow Navy Safety and Occupational Health electrical power requirements for shore installations contained in SPAWARINST 5100.9D, which require compliance with:

    1. MIL-HDBK-419, Grounding, Bonding, and Shielding for Electronic Equipment and Facilities for ***facility design***;
    2. National Fire Protection Association (NFPA)-70E to insure ***personnel safety***;
    3. National Electric Code (NEC) for ***basic fire and shock hazard protection***;
    4. NFPA 780 for lightning protection systems; and applicable sections of Occupational Safety and Health Administration (OSHA), National Institute for Occupational Safety and Health (NIOSH), Department of Defense (DoD), Navy Safety and Occupational Health, and American National Standards Institute (ANSI) publications by inclusion or reference for specific applications.

  The MP/HAP has successfully implemented electrical safety resolutions at six shore facilities to date with over a dozen hazard abatement database issues (as of this report) to be addressed as funding becomes available.

Examples of Mishap Prevention and Hazard Abatement Projects for FY 2006

Ergonomics

REPAIR OF HOVERCRAFT PROPELLERS AT LITTLE CREEK, VA - The employees in the propeller (prop) shop at Assault Craft Unit Four in Little Creek, VA are responsible for maintaining and repairing hovercraft propellers. Each propeller weighs approximately 900 pounds and is handled repeatedly during the repair process. The propeller was initially transferred from the hovercraft via overhead crane to a pallet to be transported to the prop shop. Once in the shop, the propeller was removed from the pallet with an overhead hoist, and placed in a horizontal position on a stationary fixture for repairs. Employees would either stand bent over or sit and reach overhead to work on the propellers. Workers assumed a variety of awkward postures that used the same muscle groups. Repair work required sustained awkward postures of the back, neck, and shoulders as well as repetitive force associated with hand tool use. Sustained awkward postures restrict blood flow and can cause muscle fatigue as well as placing the employee at risk of developing Work-Related Musculoskeletal Disorders (WMSDs). Risk is primarily associated with the hand/wrist/arm, back/torso, and leg/torso regions. Three workers reported having seen a health care provider for pain or discomfort associated with their jobs.

Before: Propellers were mounted on a stationary fixture for repair work. Employees were forced to bend over or kneel to work on the propeller (left) and had to maintain unsupported static postures (right).

The Navy Ergonomics Center of Expertise worked with the prop shop and a manufacturing firm to design and build height adjustable, rotating mobile fixtures for transporting and repairing propellers. The fixtures were designed to adjust vertically and horizontally in order to promote neutral postures during repair work by allowing the employee to work in a standing position with the propeller angled toward the operator thus reducing exposure to ergonomic stressors.

The fixtures support a 900 pound. propeller in a fully raised position six feet above the platform while maintaining 360 degrees of rotation. The fixtures are lightweight with large casters and flip-up sides to be easily pulled throughout the facility. The propellers can be transferred from the overcraft directly to the fixtures and remain on the fixtures during the entire repair process in order to eliminate unnecessary manual material handling. Use of the fixtures will reduce possible damage to the propellers during handling, improve productivity (33% reduction in repair time), and decrease ergonomic stressors associated with the repair operation. The fixtures were subsequently built for Assault Craft Unit five in San Diego, CA.

After: The propellers are mounted on the fixture and rolled to the various work stations reducing handling of the 900 pound propeller. The propeller fixture adjusts the propeller vertically to proper work height and 360 degrees horizontally to promote neutral postures during repair work. The fixture promotes neutral postures during repair work by allowing the employee to work in a standing position with the propeller angled toward the operator thus reducing exposure to ergonomic stressors.

Estimated Payback/Cost Avoidance: The likelihood for injury was high in this area due to the frequency and duration of the exposure. Three workers (33%) reported having seen a health care provider for pain or discomfort associated with their jobs. According to Bureau of Labor Statistics data from 2002, the average cost of a cumulative trauma injury is $13,811. A return-on-investment of 223 days was calculated based upon the improvements in productivity and one potential injury being avoided.

Fall Protection

STORM SHUTTERS AT NAVAL AIR STATION KEY WEST, FL - When two barracks at the NAS Key West Boca Chica site were refurbished, automatic storm shutter systems were not installed. This meant that to prepare for severe weather, storm shutters needed to be manually installed over the barracks' windows. These buildings are configured such that most of the second and third story windows have a four foot ledge on which the workers stood while lifting and placing three-feet by nine-feet, 70 pound corrugated metal coverings. In most cases these ledges had no permanent fall protection. However, the site did have a temporary guardrail system consisting of beams which were clamped vertically to the end of the ledge and 2" x 4" boards which were attached horizontally to create top rails and midrails.

There were two problems with this system: (1) It was a "first man up system," meaning the first worker up was not protected against the fall hazard while he installed the guardrails; and (2) there were only enough guardrails to protect half of one ledge per floor on each building at one time. At any given time, there were up to eight personnel working on a single ledge with 13 windows. Furthermore, it took workers 45 minutes to move the guardrails from one working location to the next to perform an installation task that took only minutes.

To reduce the time required to protect personnel and buildings from potentially damaging weather, half of each window was boarded up at the beginning of the storm season. When a severe storm was forecast the other half of each window was boarded over. Accomplishing this task required approximately 30 workers.

The MP/HAP Implementation Team conducted a survey of the two buildings, identified several potential resolutions and with the concurrence of the site safety and facility managers, designed and implemented permanent storm shutters. Now, over 150 storm protection shutters are placed and operated from inside the individual rooms. This method eliminates personnel fall hazards, decreases the time required to prepare for a storm from several days to less than three hours and greatly reduces the workers previously required to install the old shutters.

BEFORE

AFTER

FALL AND ELECTRICAL SHOCK HAZARD AT NAVAL WEAPON STATION YORKTOWN, VA - The Mishap Prevention/Hazard Abatement Program (MP/HAP) Implementation Team resolved electrical wiring deficiencies in an overhead lighting system in the Building 5, Room 8 warehouse at the Naval Weapons Station (NWS) Yorktown, VA. The building was designed and constructed in 1919 for weapons manufacturing and assembly.

Corrosion caused poor connections, which interfered with circuit operation and increased system noise.

Substantial modifications to the building's electrical wiring have been made since it was built. Lighting fixtures hanging from the ceiling in this warehouse/light industrial area presented an electrical safety hazard to workers who touched the overhead light fixtures during maintenance operations. The workers were at risk of electrical shock and falling from heights since the light fixtures were located 12 to 18 feet overhead.

The electrical safety hazard was found to result from a combination of improper circuit wiring and deterioration. Some fixtures were not properly grounded, which allowed the generation of voltage potentials on their surfaces. Deterioration of some wiring, which results from heat and age, further increased the risk of electrical shock and presented a fire hazard. Some wire deterioration was found within the lighting fixtures.

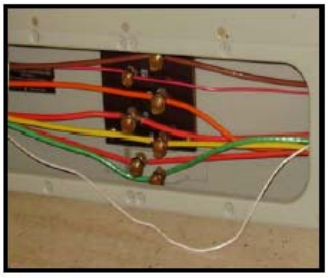
Copper rated lugs and silicone-bronze hardware, fresh connections, and a cleaned ground bar replaced corroded parts.

Corrective actions taken include:

- Implemented National Electrical Code (NEC) recommended groundwire connections in terminal boxes;
- Replaced all drop conductors with Underwriter Laboratory (U/L®) approved three-conductor electrical cables;
- Removed, disassembled, inspected, and cleaned electrical wiring on each lighting fixture and implemented corrective measures where necessary; and
- Reinstalled the reassembled light fixtures.

Old wiring was incorrect size and color with neutrals bonded to the ground system.

The four corrective actions listed above were successfully implemented on all 62 light fixtures in the affected area. To minimize downtime, each light fixture was returned to service as it was repaired.



New wiring with correct color and size and neutral circuit isolated from ground circuit.

The corrective actions were successful in eliminating the risk of exposure to electrical shock hazard from routine maintenance of the overhead light fixtures and the fall hazard associated with receiving an electrical shock at those heights.

Electrical

ELECTRICAL SHOCK HAZARD AND DEGRADED MAINTENANCE CAPABILITY AT NAVAL BASE VENTURA COUNTY, POINT MUGU, AIR INTERMEDIATE MAINTENANCE DEPOT - Automatic Test Equipment (ATE) supporting Naval Base Ventura County (NBVC) Point Mugu, CA Air Intermediate Maintenance Depot (AIMD) maintenance activities experienced inexplicable failures that degraded operational availability. An electrical safety inspection of all AIMD buildings and spaces revealed deficiencies in power distribution design and quality of construction, as well as electrical grounding errors that accounted for the erratic behavior of ATE and possibly put local personnel at risk of electrical shocks.

New bench set up with GFCI protection, local disconnects, electrical safety warning signs and green safety ground strap.

An MP/HAP Implementation Team of electrical and power quality specialists surveyed the work centers, identified and documented all safety hazards and deficiencies, then developed a clearly focused Statement of Work (SOW) and estimated the cost of bringing the affected work centers into compliance. As a result, all electronic workbenches with substandard electrical power distribution panels were fitted with new safety ground circuits, which brought the ground circuits up to military and NEC electrical standards. Bonding errors were also corrected.

New 400 Hz circuits run into breaker box with green ground circuits properly isolated from neutrals.

Over a three-month period, and without disrupting any AIMD operations or maintenance activities, 163 workbenches were re-wired to incorporate properly sized Ground Fault Circuit Interrupters, grounded safety straps to protect users from electrical shock, local safety disconnect switches and NEC-compliant grounding systems. Circuit overload situations were corrected to comply with military and local electrical codes. Old electrical cable that connected service panels to workstations was replaced to improve the voltage supply and provide proper electrical grounding.

ELECTRICAL SHOCK HAZARD DURING EQUIPMENT MAINTENANCE AT NAVAL AIR STATION MAYPORT'S INTERMEDIATE MAINTENANCE ACTIVITY - The Intermediate Maintenance Activity (IMA) at Naval Air Station (NAS) Mayport, Florida provides maintenance and repair of avionics equipment for SH-60B SEAHAWK Light Airborne Multipurpose System (LAMPS) MK III helicopters. Crucial to the IMA function are three Tailored Mini-Vast Automatic Test Equipment sets (TMV-ATE).

TMV-19 Ground Rod – not attached to building.

The site reported numerous random TMV-ATE system hardware failures, unexplained computer halts, and unpredictable, non-recurring data errors during processing of Avionics equipment. The problems severely delayed repair, negatively affecting the operational availability of the SH-

60B aircraft and degrading its mission.

The MP/HA Implementation Team's electrical specialist and site personnel found electrical safety deficiencies that did not meet the National Electrical Code (NEC) standards that are recommended by Navy Safety and Occupational Health. The Implementation Team's electrical specialist conducted an "emergent" site visit to NAS Mayport in an attempt to further identify and alleviate the reported electrical safety issues. A series of electrical tests and visual observations identified several safety deficiencies, including high current flow on the TMV-32 ground conductor despite it being properly grounded; and excess ground current on the TMV-24.

Grounding was improved for the two TMV systems, which also reduced electrical noise and improved performance. A future project under consideration is to further upgrade the existing ground system for the TMV benches by increasing the ground conductor size and installing permanent connections to the building's structural steel system.

TMV-19 Ground rod – temporary repair

Four additional electronic workbenches were re-wired to isolate the neutrals from the ground system and from each other. An additional 114 workbench modules will be upgraded to conform to the requirements of military electrical safety requirements.

Site maintenance personnel reported positive experiences with the improvements. Their affected work center's efficiency increased by one-third and is expected to become even more efficient after the additional 114 workbench modules are modified.

EXPLOSION HAZARD AT AIR INTERMEDIATE MAINTENANCE DEPOT, NAVAL STATION NORFOLK - Several Naval Air Stations reported visible electrical arcing in the flow meter gauges of Aircraft Hydraulic and Pneumatic Components test stands. Several electrical arcing incidents had resulted in explosive failures of the flow meter sight glasses. No injuries had resulted from these incidents.

The assistance of the MP/HA Program Manager (NAVFACENGCOM SW) was requested by Commander Naval Air Forces to investigate flow meter explosion incidents. The Air Intermediate Maintenance Depot (AIMD) Airframes Hydraulic Shop at Naval Air Station Norfolk was selected as a test case due to an incident in which electrical arcing in a flow meter gauge on their test stand had exploded.

The MP/HAP Implementation Team's electrical specialist, assisted by site Public Works Center employees and shop personnel, conducted a series of visual inspections, electrical continuity tests on the workbench, and power analyses of the building's electrical power distribution system.

They determined that although the bench was properly grounded and the power to the building was within specified limits, the hydraulic oil was sufficiently contaminated to allow an electrostatic charge to build-up on the metal plunger in the flow meter. As a result, the charged metal plunger caused an electrostatic discharge arc in the glass tube, which could result in the glass flow meter exploding when the bench was shut down too rapidly for the electrostatic charge to dissipate.

The MP/HA Implementation Team presented two recommendations:

- Improve the process for decontaminating hydraulic oil, and
- Implement a procedure for gradual shutdown of workbenches to ensure that the electrostatic charge slowly dissipates to ground.

When both recommendations were implemented, the problem of an electrostatic discharge arc in glass tubes was eliminated, and the explosion hazard was abated.

Because no replacement test stand was available, an MP/HAP parallel project was also underway to develop a new solid-state meter to replace the hydraulic flow meter assembly. Several months after implementation of the NAVFACENGCOM interim procedures, during which the stand was in continuous use, the new meters were incorporated in all similar test stands totally eliminating the explosion hazard.

DRY DOCK GUARDRAILS PROTECT WORKERS FROM FALLING AT PEARL HARBOR NAVAL SHIPYARD OAHU, HAWAII - Because dry docks are deep, masonry-lined pits, shipyards are required to protect personnel who are at or near the top of the dry dock from falling the 30 to 50 feet onto the concrete floor of the empty dry dock or onto a ship or submarine in dry dock.

Successful implementation of new dry dock guardrails for all three docks at Portsmouth Naval Shipyard (PNS), Kittery, Maine was completed in 2004. Soon thereafter, fall abatement hazards were reported to the MP/HA Program Manager NAVFACENGCOM SW relative to the four dry docks at Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY&IMF), Pearl Harbor Oahu Hawaii.

Dry docks (also called graving docks because they are below ground level) are used for construction, repair, and overhaul of oceangoing surface ships, submarines, littoral warfare ships and auxiliary floating craft. These structures are huge deep water chambers, several of which are large enough to accommodate a ship the size of the 100,000 ton USS Ronald Reagan (CVN 76), an aircraft carrier that is 1,092 feet long, 252 feet wide, and has a 37 foot draft. Dry docks have thick masonry walls and floors, but no roofs. A vessel is floated into a dry dock and precisely sited; the caisson (waterproof seal) replaced; and the water is slowly pumped out such that the ship settles onto a series of pre-positioned keel blocks which support and stabilize the vessel. The water is kept out until all work on the vessel is completed. When the vessel is ready to be launched or re-launched, the dry docking process is reversed.

A hazard assessment by PHNSY&IMF's Safety Manager established the need to update the fall protection perimeter surrounding all four of PHNSY&IMF's dry docks. The shipyard's Safety Department requested assistance from the MP/HAP to replace the antiquated fall protection system above and around the perimeter of the dry dock. When MP/HAP funds were approved, the MP/HAP Implementation Team carried out the dry dock guardrail project. NAVFACENGCOM engineers developed detailed computerized models of all four dry docks including all of their physical features and characteristics (stairs, ladders, chocks, bollards, curb cut-outs, etc.) and refined and simplified the guardrail and anchoring system previously designed and implemented for the dry docks at PNS Kittery, ME. The existing *post and chain* system was replaced by a standardized, rigid, galvanized steel guardrail system with toprails, midrails, and toeboards that provide OSHA/Navy SOH and EM-385 compliant fall protection. The guardrail and anchor system can withstand a load of over 200 pounds from any direction at any point on the toprail. The result is a fall protection system that is safer, easier, and faster to remove/re-install as well as much easier to maintain than the *post and chain* system.

This simplified configuration included standardizing both the lengths of the guardrail sections (to 4, 5, and 6 ½ ft) and anchoring systems (to 4¼, 5 and 6 ft in mounting centers). The myriad combinations provided by these few configurations allowed greater flexibility in guardrail placement and minimized the number of unique guardrails required to fully surround the docks, saving even more time and money. Standardization also expedites the removal and replacement of guardrails when vessels are moved into and out of dry dock, and allows the same length guardrail to be used at any location at the particular dry dock or at any of the other docks where that length is required. The shipyard was also provided with 15 four-wheeled, reinforced carts which can be used to hold and store 20 guardrails each during a ship docking/undocking procedure. The carts also help to relieve stress on the workers who previously had to lie down or lift the old *post and chain* system during a ship evolution.

The PHNSY&IMF guard rail project was completed in less time, with far less environmental concerns, and for half the estimated cost. The decrease in costs over operating and maintaining the outdated *post and chain* system is expected to be well over 50%. Maintenance cost savings now equal over $25,000 per year. The role of the rigid guardrail system in preventing injuries to workers and others who might otherwise have fallen into the dry dock is incalculable.

ATTACHMENT G – SAFETY SUCCESS STORIES

The *Safety Success Stories* web pages were developed and posted on the public domain portion of the Naval Safety Center website, http://www.safetycenter.navy.mil/success/default.htm to communicate the Navy's commitment to the safety and quality-of-life of our personnel. The purpose of the Success Stories is to inform Sailors, their families, Navy civilians, and the general public about what the Navy is doing to protect the military and civilian work force from workplace fatalities, life-threatening injuries and illnesses, and crippling disabilities. By providing real examples at Navy field activities, the stories widely disseminate valuable lessons-learned, innovative technologies, and successful programs and initiatives.

The examples of SOH successes reported in the Safety Success Stories also demonstrate the value added by safety and best business practices, and how such initiatives result in productivity gains and cost savings. An additional feature of the Success Stories web pages is the ***Safety Stories Cost/Time Savings Chart*** (see sample from chart on Page I-3 below), which highlights in table form the challenges, improvements, and cost, time and labor savings of selected stories. The *Safety Stories Cost/Time Savings Chart* helps the Navy to build the "business case for safety." A conservative estimate is that for every dollar invested in safety, the return is between three and ten dollars.

In FY 2006, six new stories were posted to the *Safety Success Stories* web pages. The stories focused on OSH areas of concern, such as ergonomics, prevention of carbon monoxide poisoning, and respiratory protection. Summaries of two stories are provided as examples:

Department of the Navy Assists Its Personnel in Planning for Hurricane Recovery - Navy and Marine Corps families were personally impacted in the wake of hurricanes Katrina, Rita, and Wilma. Government agencies released vast amounts of disaster-related information. However, the challenge was how to quickly get accurate, useful information to Navy personnel and their families. A need became evident for safety guidance that was compiled in one publication and easily. At the request of Commander, Navy Reserve Forces, the Naval Safety Center, Task Force Navy Family, Bureau of Medicine and Surgery, Navy Environmental Health Center, Commander, Naval Reserve Force, and Commander, Navy Installations developed a safety resource guide for Navy and Marine Corps personnel who may be affected by hurricanes or floods.

Naval Air Station Key West, FL is flooded after being hit by Hurricane Wilma.

The resource guide, *Guidance for Navy & Marine Corps Personnel Recovering from a Hurricane Disaster*, is for displaced individuals and families to use prior to returning home after a hurricane or flood to alert them to the physical, chemical, and biological hazards that they may encounter. Familiarity with these hazards as well as awareness of the health and safety consequences of exposures to those hazards, are necessary to protect returnees from injury and disease.

The health and safety of those returnees is a primary consideration. The Department of the Navy encourages its people and their families to implement the Navy's principles of *Operational Risk Management* (ORM) when returning home after being displaced by any type of disaster or catastrophe. Putting the Department of the Navy's ORM principles into practice maximizes protection from injury and disease as returnees inspect their property for damage, and clear out debris.

A Sailor and his mother remove debris from their home devastated by Hurricane.

The guide also discusses advance preparation for the emotional response to returning home after a hurricane disaster. Guidance is offered on coping with feelings of turmoil and loss that affected persons may experience due to the disruption to their lives resulting from hurricanes, floods, or other disasters.

The concise, pocket-sized resource guide on recovery from a hurricane disaster that resulted from the combined efforts of many Navy commands was distributed to more than 2,500 active duty Sailors and Marines, retirees, and Department of the Navy civilians.

* *

Puget Sound Naval Shipyard and Intermediate Maintenance Facility Earns OSHA VPP Star Status - During a special ceremony on 12 April 2006, the Occupational Safety and Health Administration **(**OSHA) recognized the Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) for continued excellence in worker health and safety. The ceremony was held at the Shipyard to award PSNS & IMF for achieving the highest level in OSHA's Voluntary Protection Program (VPP) - VPP *Star* status. Out of 1,300 OSHA Star Sites in the country, PSNS & IMF is the second largest industrial facility in the nation, public or private, to be acclaimed a *Star*. It is the third Naval Sea Systems Command (NAVSEA) shipyard to become an OSHA VPP Star site. Prior awards have gone to Portsmouth and Norfolk Naval Shipyards.

Star Program

Puget Sound Naval Shipyard & Intermediate Maintenance Facility

Exceeding the four elements of VPP with Injury and Illness rates at or below the national average

VPP

Four Elements of VPP

Management Leadership and Employee Involvement
Worksite Analysis
Hazard Prevention and Control
Safety and Health Training

The VPP *Star* award designation indicates that the organization receiving the award has exceeded the four basic VPP elements:

- Management Leadership & Employee Involvement,
- Worksite Analysis,
- Hazard Prevention & Control, and
- Safety and Health Training.

Four examples illustrate how PSNS & IMF transformed itself to attain VPP Star recognition:

1) Founded a ***partnership between management, labor, and OSHA*** in developing a positive, pro-active safety culture.

2) ***Increased safety awareness among all employees*** and empowered the work force to accept responsibility for their own personal safety and the safety of their co-workers. Employee involvement is one of the keys to a successful program. PSNS & IMF incorporated the following initiatives to garner increased employee involvement:

- ***VPP Passport*** - an educational tool to increase employees' knowledge of VPP and the PSNS & IMF safety program. *VPP Passport* also increased individual employee's involvement in his or her own safety. Currently 68% of PSNS & IMF employees have completed the first version of the passport. Version 2 is set to be released soon.

- ***Shop, Code, and Project Safety Committees*** - Each PSNS & IMF Shop, Code, and Project currently has a Safety Committee made up of employees who work together to solve safety issues in their work areas.

- ***Quarterly Worksite Inspections*** - Shop, Code, and Project Safety Committees have teamed up with the PSNS & IMF Safety office to conduct safety inspections of the entire facility on a quarterly basis. Previously, the safety office conducted annual inspections, but with the assistance of employees, they have been able to increase the frequency of the inspections and receive assistance in getting deficiencies corrected in a timely manner.

- ***Employee Recognition*** – Currently, PSNS & IMF has two employee recognition programs through which employees can be recognized by other employees for safe work practices.
  - The *Safety ACT Program* allows employees to nominate other employees for recognition who perform a specific contribution related to safety.
  - The *VPP Recognition Team* recognizes employees they find working in a safe manner with free lunch tickets.

3) Realized that implementing safety and health standards was not only compatible with cost, quality, and productivity but was the ***right and moral thing to do***.

4) OSHA, management, and labor agreed that ***safety*** is part of the job and ***not an add-on item***.

During the VPP Star award ceremony, thousands of PSNS & IMF personnel gathered on the Shipyard's main thoroughfare to celebrate and to listen to invited speakers. "The Puget Sound Naval Shipyard is a complex operation," stressed Mr. Steven Witt, Deputy Assistant Secretary of Labor for Occupational Safety and Health. He explained, "It is remarkable to see that your three year average injury rate is 42 percent lower than the industry average." Mr. Witt stressed that the success of safety initiatives at PSNS & IMF could be attributed to the leadership at the Shipyard. "It is especially reassuring to know that the management and union leadership here today are supportive and will continue to make safety a priority," said Witt.

Thousands of PSNS & IMF employees gathered to celebrate during the OSHA VPP Star award ceremony on 12 April 2006.

"PSNS has clearly demonstrated that, with management and labor collaboration, it is possible to implement a systematic approach to safety by utilizing worksite analysis, hazard control and prevention, and employee training," said Richard Terrill, OSHA Regional Administrator. "Their efforts have meant that far fewer shipyard employees have been injured in recent years."

SAFETY SUCCESS STORIES
COST/TIME SAVINGS FY 2005

ACTIVITY	CHALLENGE	IMPROVEMENT	COST SAVINGS	TIME/ LABOR SAVINGS
COMNAVREG San Diego, CA	Awkward postures, extended reaches, heavy lifting 	Redesigned work stations, sit/stand stools, scissor lift tables	Reduced risk of WMSDs of the neck, back, arms, and shoulders with resulting workers' compensation costs.	$41,433.00 every year for a return on investment in 519 days, or approximately one year and five months.

EXECUTIVE SUMMARY FOR FY 2006 SAFETY SUCCESS STORIES

[Note: If reading an electronic file of this report, click on title to view the entire story]

Ergonomics Intervention at COMNAVREG SW San Diego Mail Center Prevents Injuries -- A routine industrial hygiene survey identified several physical risk factors at the Commander Navy Region Southwest (COMNAVREG SW) San Diego Dockside Mail Center. Heavy lifting and working in awkward postures while processing the large volume of mail handled at NAVSTA San Diego Dockside Mail used to put its mail handlers at risk for WMSDs. Funding was provided

through the Navy's Hazard Abatement and Mishap Prevention Program (HAMPP) to revamp the mail room service area and purchase ergonomically designed equipment. The estimated savings to the Navy are $41,433.00 every year for a return-on-investment in 519 days, or approximately one year and five months.

Puget Sound Naval Shipyard and Intermediate Maintenance Facility Earns OSHA VPP Star Status -- This is the third NAVSEA shipyard selected as a Voluntary Protection Program (VPP) Star site by the U.S. Occupational Safety and Health Administration (OSHA). Out of 1,300 OSHA Star Sites in the country, PSNS & IMF is the second largest industrial facility in the nation, public or private, to achieve Star status. This story explains the steps PSNS & IMF took to qualify for the VPP and provides valuable information on the OSHA VPP Program, the application process, and how to qualify for membership.

Ergonomic Risk Factors Resolved in Microelectronics Shop at Naval Air Station Jacksonville -- A site visit by an ergonomist with the Navy Ergonomics Program revealed ergonomic risk factors for shop technicians who routinely worked in awkward postures and performed tasks that necessitated repetitive motions. Following a Job Requirements and Physical Demands (JR/PD) survey that confirmed these and other ergonomic risk factors, the ergonomist made recommendations for new ergonomically designed work equipment. The Navy's Hazard Abatement and Mishap Prevention Program funded adjustable microscopes, task lighting, and ergonomically designed work benches.

Department of the Navy Assists Its Personnel in Planning for Hurricane Recovery -- In the wake of the devastating 2005 hurricane season, it became obvious that many Navy and Marine Corps families were in need of accurate, useful safety guidance compiled in one easily accessible publication. A team of Navy commands developed a safety resource guide for Navy and Marine Corps personnel who may be affected by hurricanes or floods. *Guidance for Navy & Marine Corps Personnel Recovering from a Hurricane Disaster* is for displaced individuals and families to use prior to returning home after a hurricane or flood to alert them to the physical, chemical, and biological hazards that they may encounter.

Navy Industrial Hygiene Assists in Ex-*America* Exercise – Ex-*America* was selected to participate in a SINKEX to assist in the design of future aircraft carriers. Two Bureau of Medicine Industrial Hygienists joined the test team to collect air samples for analysis. They established types and concentrations of suspected air pollutants in order to assess risk of exposures to contaminants when test teams re-boarded Ex-*America*.

Portsmouth Naval Shipyard (PNS) Achieves VPP Star Status -- This NAVSEA shipyard was selected as a Voluntary Protection Program (VPP) Star site by the U.S. Occupational Safety and Health Administration (OSHA). PNS achieved Star status in just 18 months after an OSHA review of the shipyard’s safety programs and practices. This story explains how PNS qualified for the VPP, what it means for PNS, and provides valuable information on the VPP and how to apply and qualify for membership.